PHASE I/PHASE II ARCHITECTURE HISTORY INVESTIGATION FOR THE PROPOSED SOUTHWEST TRANSITWAY PROJECT HENNEPIN COUNTY, MINNESOTA

VOLUME FOUR
SUPPLEMENTAL REPORT NUMBER ONE

ADDITIONAL AREAS/PROPERTIES IN THE FOLLOWING SURVEY ZONES:
ST. LOUIS PARK SURVEY ZONE
MINNEAPOLIS WEST RESIDENTIAL SURVEY ZONE
MINNEAPOLIS, NORTHFIELD, AND SOUTHERN SURVEY ZONE
GREAT NORTHERN RAILROAD SURVEY ZONE

Authorized and Sponsored by:
Hennepin County Regional Rail Authority
and
Metropolitan Council

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Management Summary

The Hennepin County Regional Rail Authority and the Metropolitan Council are proposing to construct the Southwest Transitway, a 15-mile light rail transit connecting downtown Minneapolis to major activity centers in Hennepin County, including the cities of St. Louis Park, Hopkins, Edina, Minnetonka, and Eden Prairie. The action also includes either the rerouting of existing freight rail service or the reconstruction of freight rail tracks in order to provide the Twin Cities & Western Railroad Company with a connection for operational and freight movement to St. Paul.

The architecture/history surveys previously completed for the proposed light rail alternatives have resulted in three survey report volumes. Together, these volumes encompass survey work within 13 survey zones.

As a supplement to the earlier survey efforts, this fourth volume reports the results of a survey of the corridor of the potential reroute of the freight rail. This corridor is located within four of the original zones, but outside the specific areas covered by the original survey. The Phase I supplemental survey work identified 514 properties, and five properties were identified for Phase II evaluation. Of those, the Helen and Paul Olfelt House and the Prudential Insurance Company of America, North Central Home Office are recommended eligible for listing in the National Register of Historic Places (National Register). The portion of the Great Northern Railroad Corridor that extends into the Area of Potential Effect of the freight rail reroute corridor is also recommended eligible for listing in the National Register.

Mead & Hunt, Inc. (Mead & Hunt) was retained in February 2012 to complete this supplemental survey work. The project team consisted of Principal Investigator Heather Goodson and architectural historians Emily Pettis, Shannon Dolan, Timothy Smith, Greg Rainka, and Katherine Haun.

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Appendices

Tables

1. Introduction

This report has been prepared to supplement Phase I/Phase II Architecture History investigations conducted between 2010 and 2012 for the proposed Southwest Transitway Project in Hennepin County, Minnesota. Results of the previous investigations can be found in the following volumes of the reports entitled *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County*:

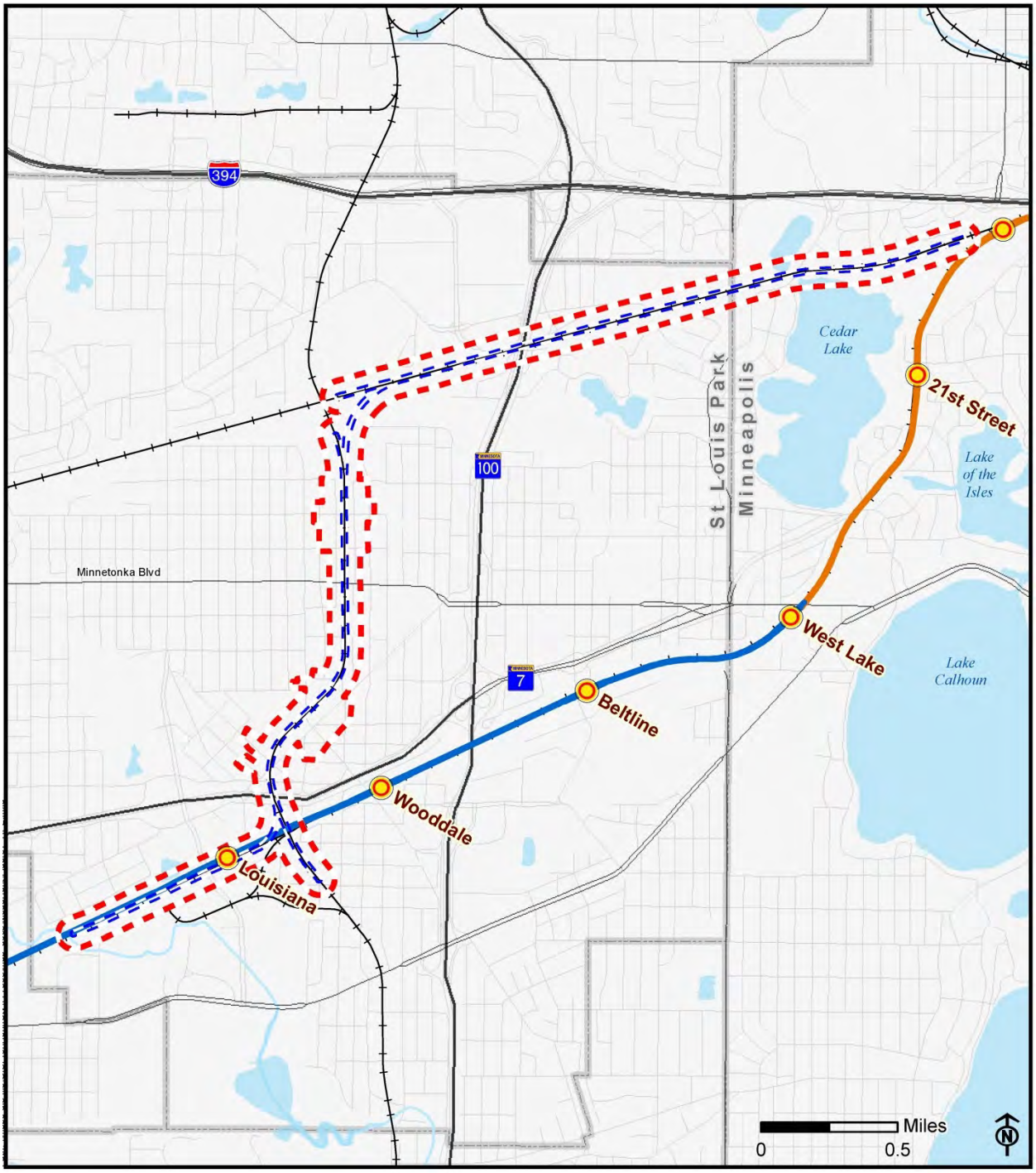
- Volume One, the Eden Prairie, Minnetonka, Hopkins, and St. Louis Park survey zones
- Volume Two, the Minneapolis West Residential, Minneapolis South Residential/Commercial, Minneapolis Downtown, Minneapolis Industrial, and Minneapolis Warehouse survey zones
- Volume Three, focusing on railroad-related resources in the Minneapolis and St. Louis Railroad; Chicago, Milwaukee and St. Paul Railroad; Minneapolis, Northfield and Southern Railroad (MN&S), and Great Northern Railroad survey zones

The supplemental work was conducted in accordance with the *Southwest Transitway: A Research Design for Cultural Resources* by Hess, Roise and Company, Archeological Research Services, and HDR Engineering (February 12, 2010, updated March 16, 2010, and April 2, 2010) in Appendix A of this report.

The supplemental Phase I/Phase II Architecture History investigation presented in this report was conducted to address the expansion of the project's Area of Potential Effects (APE) resulting from the incorporation of a freight rail reroute segment into the project scope. The expanded supplemental APE encompasses the St. Louis Park survey zone (found in Volume One), Minneapolis West Residential survey zone (found in Volume Two), and the MN&S and Great Northern Railroad survey zones (found in Volume Three).

The Freight Rail Reroute Segment extends north from Segment 4 of the proposed Southwest Transitway line (southwest of the proposed Louisiana Station), and follows the existing MN&S rail corridor north until it intersects with the Great Northern Railroad corridor south of Interstate Highway 394 (I-394) and west of Trunk Highway 100. At the intersection, the Freight Rail Reroute Segment proceeds east until it intersects with Segment C of the proposed Southwest Transitway line (near the proposed Penn Station).

The supplemental APE includes properties within 300 feet of either side of the centerline of the existing rail corridors included in the Freight Rail Reroute Segment. In areas where there is a potential for noise effects, the supplemental APE was expanded to the outside limits of noise receiver locations used for noise assessments conducted for the 2011 *MN&S Freight Rail Study – Environmental Assessment Worksheet*, prepared by Hennepin County Regional Railroad Authority. The delineation of the supplemental APE follows the same parameters as the delineation of the APE in the research design. Figure 1 shows the supplemental APE.



Legend

- Station
- Park & Ride Station
- Segment 4
- Segment A
- Railroad
- Architectural APE
- Archaeological APE
- Municipal Boundary

Figure 1
Area of Potential Effect

2. Methods and Research Design

The Research Design for Cultural Resources for the Southwest Transitway project (February 12, 2010, updated March 16, 2010, and April 2, 2010) is included as an appendix to this report. This research design includes separate sections for archaeology and architecture/history surveys.

The methodology for the architecture/history survey focuses on the St. Louis Park, Minneapolis West Residential, Minneapolis, Northfield and Southern Railroad, and Great Northern Railroad survey zones. Historic contexts were previously developed for these zones, and are included in the *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project Final Report*. Supplemental historic contexts were developed for this report, which focus on development in St. Louis Park and western Minneapolis during the post-World War II era. Supplemental contexts were not developed for the railroad survey zones.

Historic age properties were identified as those constructed in to prior to 1965. *Minnesota Architecture/History Inventory Forms* were prepared for the surveyed properties and submitted separately to the SHPO. Fieldwork and documentation of properties was completed according *to MnDOT's Cultural Resources Unit Project Requirements* (January 2008) in February and March 2012.

Historic-age properties were reviewed to assess integrity within the context of Hennepin County urban development and important historical themes. Properties that appear to possess significance were evaluated based on the National Register Criteria for Evaluation. Important historic themes within the APE include railroads, industry, commerce, education, and community development. These themes are discussed in the historic contexts for St. Louis Park, included in Volume One; western Minneapolis, included in Volume Two; the MN&S and Great Northern Railroads, included in Volume Three; and the supplemental contexts included in Section 3 of this report.

Section 4 includes the survey results and Phase II Evaluations. Section 5 includes a discussion of the results of the evaluation of properties in these survey zones. Archaeological properties are not included in this report.

3. Literature Search

3.1 St. Louis Park survey zone

Primary and secondary sources were reviewed to gain an understanding of the historic context for properties in the supplemental APE. These sources provided information about the area's development patterns and supplemented the previously developed historic contexts.

3.1.1 Literature Search

In addition to the repositories identified in Volume One, the following repositories were consulted to obtain historical information relating to St. Louis Park:

- Wisconsin Historical Society Library
- St. Louis Park Public Schools
- City of St. Louis Park Public Works Department
- City of St. Louis Park website

Primary and secondary sources included:

- Plat maps, atlases, and aerial images
- Minnesota SHPO site files and survey reports for previously surveyed properties
- City histories
- St. Louis Park Historical Society site files
- St. Louis Park Building Codes Department site files
    - Building permits

3.1.2 Previously evaluated properties

Mead & Hunt reviewed the Minnesota SHPO Architecture/History site files and did not identify any documented properties in the supplemental APE that are eligible for or listed in the National Register.

3.1.3 Historic context

This historic context is intended to supplement the historic context included in Section 3.4.3 of Volume One of the *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project Final Report*.

St. Louis Park in the post-World War II era

The Twin Cities experienced unprecedented growth in the years following World War II. The dramatic population increase in the postwar period led to high demand for housing and other services. New street networks expanded along existing transportation corridors and the boundaries of established suburbs extended outward as residential development and new commercial clusters dramatically transformed the landscape. This postwar boom presented once sufficient village governments with new challenges related to zoning, development plans, and outdated infrastructure. As a result, new municipal

governments formed to address these issues and take advantage of the new tax base. One of these communities was St. Louis Park, which was officially designated a city in January 1955.[1]

St. Louis Park was a well-established community by the postwar period. Pockets of development had begun by the late nineteenth and early twentieth centuries, including plats for Cedarhurst (1910) in the northeast, Birchwoods (1912), and the centrally located Bronx (1911) and Lenox (1913) neighborhoods.[2] Early streetcars served portions of St. Louis Park, and the area evolved as a suburban community alongside early-twentieth-century transportation routes and industrial development. By the 1940s the community was a full-fledged modern suburb, connected to the urban core of Minneapolis by multiple highways, and offered families amenities such as local schools, public sewer and water systems, and residential lots with room to grow. "Live in St. Louis Park, out where the highways meet" became a local slogan, and newspaper articles and advertisements enticed new residents by describing the community with words like freedom, convenience, safe, and spacious.[3] In 1940 the population of St. Louis Park was 7,737, but the number of building permits issued in 1942 was a mere 32. By the end of the decade the population had risen to 22,644 and the number of building permits skyrocketed to 1,122. St. Louis Park was one of the fastest growing suburbs in the Twin Cities area during the postwar period.[4]

In response to the high demand for housing, postwar residential development accelerated in St. Louis Park and consisted of new tracts, additions, and infill development on undeveloped parcels platted in previous decades. Six new subdivisions were platted in 1946: Crestview, South Crestview, Westwood Park, Belmont Terrace, Toweles Minnetonka Boulevard, and Edes and Norton's Addition.[5] New urban residential blocks appeared overnight as developers, using heavy machinery, dug a single trench in which to build the foundations for entire residential blocks. As was the trend in the Twin Cities, most homes constructed during the immediate postwar period in St. Louis Park were built by relatively small builders that focused on individual homes or clusters of residences, rather than large-scale developers that created entirely new communities.[6] This tendency is evident in the varied concentrations of postwar

[1] Robert Abler, John S. Adams, and John R. Borchert, *The Twin Cities of St. Paul and Minneapolis* (Cambridge, Mass.: Ballinger Publishing Co., 1976), 51-53; John S. Adams and Barbara J. VanDrasek, *Minneapolis-St. Paul: People, Place, and Public Life* (Minneapolis: University of Minnesota Press, 1993), 170; City of St. Louis Park, Minnesota, "History: From Village to City," City of St. Louis Park, http://www.stlouispark.org/history/from-village-to-city.html (accessed 14 March 2012).

[2] St. Louis Park Historical Society, "The Lenox Neighborhood," (St. Louis Park Historical Society. http://www.slphistory.org/history/lenoxneighborhood.asp (accessed 14 March 2012); J. E. Egan, various subdivision plat maps, "Cedarhurst," "Birchwoods," and "Lenox"; J. P. Larsen, "The Bronx, Hennepin County, Minn.," filed in Register of Deeds, Book 72, Page 11, 26 June 1911, plat map available at City of St. Louis Park Public Works Department, St. Louis Park, Minn.

[3] "St. Louis Park Offers You Freedom of the Country and Conveniences of the City," 10 March 1940, available at St. Louis Park Historical Society, general clippings folder, St. Louis Park, Minn.

[4] Norman Thomas, "St. Louis Park: A Story of a Village," http://www.slphistory.org/history/normanthomas.asp (accessed 14 March 2012), 104, 110-112.

[5] Thomas, 113.

[6] Abler, Adams, and Borchert, 54-55; Adams and VanDrasek, 179.

housing in St. Louis Park, which range from isolated or small clusters of Transitional Ranch-style homes set amongst 1920s bungalows and 1930s Period Revival homes, to multiple blocks of similar Minimal Traditional-style residences (see Figure 2). Multi-family duplexes were also constructed in the mid-to-late 1950s to meet the housing demand and fill in those lots that had not yet been developed.

Figure 2. Concentration of Minimal Traditional homes in St. Louis Park.

The rapid increase in population and housing units in St. Louis Park resulted in new demands for services and infrastructure. The first strip shopping center in Minnesota, known as the Miracle Mile, opened at the intersection of Excelsior Boulevard and Trunk Highway 100 in 1951.[7] In January 1955 St. Louis Park was officially designated a city, which brought a new organizational structure to the municipality and a means for tapping into the wider tax base provided by the expanding community. By 1956 St. Louis Park had approximately 700 businesses, including a variety of retail stores, service-oriented enterprises, and industrial businesses.[8] Small clusters of commercial development occurred within residential areas, such as the buildings located along Lake Street West, between Dakota Avenue and Library Lane (see Figure 3). Medium-scale commercial and industrial enterprises were also established near existing railroads and major highway corridors.

[7] Mickey Tibbits, "Miracle Mile celebrates 40 years of business success," 11 September 1991, available at the St. Louis Park Historical Society, Miracle Mile clippings folder, St. Louis Park, Minn.

[8] *St. Louis Park, Its Appearance and Future* (St. Louis Park, Minn.: League of Women Voters, 1956), 2.

Figure 3. Mid-twentieth-century commercial development along Lake Street in St. Louis Park.

New schools were another outcome of the postwar population boom. St. Louis Park had a strikingly high percentage of young families during the 1950s; approximately 63 percent of residents were under the age of 35 and approximately 16 percent were under the age of 5.[9] Eight elementary schools operated in St. Louis Park by the mid-1950s, and older school buildings were modernized to accommodate the influx of children. Constructed in 1955-56, the St. Louis Park High School located at 6424 West 33rd Street underwent a large expansion in 1961-62 to account for the postwar population boom that transformed St. Louis Park.[10]

Extensive development within St. Louis Park continued throughout the 1960s and 1970s. A new city hall was completed in 1963. St. Louis Park continued to serve as a convenient and livable suburb to the larger Twin Cities metropolitan area. In the early 1970s, over 4,000 apartment units were constructed in St. Louis Park. This trend toward multiple-family dwellings has continued into the present day, with modern apartment buildings located along Highway 7 and Excelsior Boulevard.[11] The community's continued link to the larger Twin Cities metropolitan area has also resulted in the construction of several big box stores and other service-related buildings for St. Louis Park residents and those in neighboring communities.

[9] *St. Louis Park, Its Appearance and Future*, 4.

[10] *St. Louis Park, Its Appearance and Future*, 16.

[11] "The Brookside Timeline," http://www.jeanneandersen.net/timeline.html#postwar (accessed 14 March 2012).

Figure 4. Highway 100 and Highway 7 interchange in St. Louis Park (1948). This modern highway system helped facilitate development (Minnesota Historical Society, Negative 68972).

3.2 Minneapolis West Residential survey zone

Primary and secondary sources were reviewed to gain an understanding of the historic context for properties in the supplemental APE. These sources provided information about the area's development patterns and supplemented the previously developed historic context.

3.2.1 Literature Search

The following repositories were consulted to obtain historical information relating to the Minneapolis West Residential area:

- Minnesota Historical Society Library and Archives
- Hennepin County Public Library
- Minnesota SHPO
- Northwest Architectural Archives
- Hennepin County Assessor's Office Records (available online)
- Minnesota Geospatial Information Office (available online)
- Wisconsin Historical Society Library

Primary and secondary sources included:

- Plat maps and aerial images
- Minnesota SHPO site files and survey reports for previously surveyed properties
- City histories

3.2.2 Previously evaluated properties

Mead & Hunt reviewed the Minnesota SHPO Architecture/History site files and identified five previously documented properties within the supplemental APE:

- Grand Rounds Historic District (XX-PRK-001)
- Brownie Lake (HE-MPC-01818)
- Cedar Lake Parkway Bridge (HE-MPC-01819)
- Cedar Lake Parkway (HE-MPC-01833)
- Cedar Lake (HE-MPC-01820)

The Grand Rounds Historic District has been determined eligible for listing in the National Register. Brownie Lake, Cedar Lake Parkway, and Cedar Lake are considered contributing within the overall potential Grand Rounds district. The Cedar Lake Parkway Bridge is of recent construction and is considered noncontributing.

3.2.3 Historic context

This historic context is intended to supplement the historic context included in Section 3.1.3 of Volume Two of the *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project Final Report*.

Minneapolis West Residential Area in the post-World War II era

The postwar period was a time of unprecedented growth in Minneapolis. Residential and commercial development generally followed existing arterials that linked the urban core with outlying suburban and rural areas on the fringe of the advancing city (see Figure 5). Residential neighborhoods in west Minneapolis were well-established by the postwar period. Many initial subdivisions within the area were platted prior to 1935 and original housing stock consisted primarily of single-family residences and duplexes. Some areas in west Minneapolis, including Lake of the Isles, featured prestigious mansions by noted architects of the time. Homes in other areas included modest residences with elements of popular revival styles such as Spanish Colonial, Colonial, and Tudor, and also included apartment buildings that enabled residents to live maintenance-free and enjoy the amenities of the area's scenic lakes while still being close to the city center (see Figure 6).[12]

[12] "Old Maps Give Clues to Area's Development," *Hill and Lake Press*, 4 April 1981, available at James K. Hosmer Special Collections, Minneapolis Collection Neighborhood Clippings Files, Minneapolis Central Library, Minneapolis, Minn.; "Minneapolis on Wheels! 3,500 Families Moving to New Homes While Influx of New Residents Brings Construction of 35 Apartments," *Minneapolis Tribune*, 25 June 1925.

Figure 5. Circa 1950 aerial view of western Minneapolis, with Wayzata Boulevard and the Great Northern Railroad radiating out from downtown (Minnesota Historical Society, Negative NP211712).

Figure 6. Colonial Revival apartment buildings at West Lake Street and France Avenue South, Minneapolis, 1966 (Minnesota Historical Society, Negative NP298484).

The rise in population combined with the housing boom in emerging suburban areas transformed the Twin Cities in a number of ways during the postwar period. As city limits expanded and the focus of new housing development moved outward, areas near the city's urban core, including west Minneapolis,

experienced a shift in demographics and land use. Between 1940 and 1950 the population of suburban west Minneapolis neighborhoods gradually increased, as did the number of housing units. For example, within the Calhoun-Isles neighborhood, the total housing stock increased by eight percent during this decade and focused primarily on new apartment buildings along and east of Hennepin Avenue in the Lowry Hill Neighborhood.[13] Another trend during this time that extended into the 1960s was conversion of older homes into multi-family dwellings, which met the demand for housing and maintained the proximity to jobs and other conveniences located in the downtown area.[14]

Established neighborhoods did not always facilitate the new multi-block developments of Minimal Traditional homes and Ranch-style residences that became so popular with developers, and especially homeowners, in the expanding suburbs. As a result, the population of established west Minneapolis neighborhoods declined in the period between 1950 and 1960. The population of the Calhoun-Isles neighborhood fell by more than 3,000 residents, and the Near North neighborhood saw its numbers decrease by 14.4 percent in that 10-year period. A 1965 report prepared for the City Planning Commission and City Council by the Community Improvement Program, regarding the Calhoun-Isles neighborhood, attributed these population changes to a decline in the total number of families and those in the "productive age groups," defined in the report as ages 25 to 44 and 45 to 64, living in the neighborhood.[15] The allure and affordability of homes in newly developed suburban areas likely played a role in the postwar demographic shift in west Minneapolis. However, there were certainly exceptions to this overall trend. A 1959 article in the *Minneapolis Tribune* spotlighted several families moving into the Kenwood Neighborhood, some with planned improvements to their newly purchased older homes. As mentioned in the article, "Some of the Kenwood houses and estates which are too mammoth to be practical for even a larger family are being broken up."[16] The article went on to mention a family repurposing their carriage house into a five-bedroom, two-bath dwelling complete with a kitchen and lounge. Despite this slight decline in population, the prosperity of west Minneapolis continued throughout the postwar period. In response to the movement toward suburbanization throughout the nation, new commercial and business ventures were established that helped bolster the ongoing economic viability of the area. New condominium and apartment developments were constructed in west Minneapolis during the 1970s and 1980s.

Several corporate complexes and office parks were established in west Minneapolis in the postwar period as local and national companies sought suburban locations near population centers. Individuals working for suburban employers numbered approximately 90,000 in 1950, or 20 percent of jobs in the Twin Cities. By 1970 the number of suburban jobs had grown to over 350,000, accounting for 40 percent of jobs in the Twin Cities metropolitan area.[17] Headquartered in Newark, New Jersey, the Prudential Insurance

[13] *Calhoun-Isles Community Analysis and Action Recommendations, Report to the City Planning Commission and City Council*, Community Improvement Program, Series No. 19, Publication No. 163 (Minneapolis: City Planning Commission, Autumn 1965), 13.

[14] *Calhoun-Isles Community Analysis and Action Recommendations*, 13.

[15] *Calhoun-Isles Community Analysis and Action Recommendations*, 13.

[16] "Natives' Return, New Children Fill Kenwood," *Minneapolis Tribune*, 6 September 1959.

[17] Abler, Adams, and Borchert, 59.

Company of America (Prudential) established its North Central Home Office in west Minneapolis in 1955 at 3701 Wayzata Boulevard (HE-MPC-6643). Prudential's new suburban location in west Minneapolis offered access to a broad pool of policy holders and provided opportunity for corporate and economic growth. Prudential offered mortgage services and became the largest mortgage lender in the United States during the postwar period.[18] Residential and commercial development continued into the 1970s and beyond as west Minneapolis neighborhoods remained attractive for their suburban location and proximity to lakes and the downtown area. Modern development has continued along the I-394 corridor in recent years with new office parks and retail stores.

3.3 Minneapolis, Northfield & Southern Survey Zone

3.3.1 Literature Search

In addition to Volume Three of the *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project Final Report*, GIS shapefiles that MnDOT provided in 2010 were used to identify bridge numbers and construction dates, and confirm railroad corridors and structure types.

3.3.2 Previously evaluated properties

Mead & Hunt reviewed the Minnesota SHPO Architecture/History site files and did not identify any documented properties in the supplemental APE that are eligible for or listed in the National Register.[19]

3.3.3 Historic Context: Minneapolis, Northfield & Southern

The historic context for the MN&S is included in Section 3.3.2 of Volume Three of the *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project Final Report*. This context was not supplemented.

3.4 Great Northern Railroad Survey Zone

3.4.1 Literature Search

In addition to Volume Three of the *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project Final Report*, GIS shapefiles that MnDOT provided in 2010 were used to identify bridge numbers and construction dates, and confirm railroad corridors and structure types.

3.4.2 Previously evaluated properties

Mead & Hunt reviewed the Minnesota SHPO Architecture/History site files and identified three previously documented properties within the supplemental APE directly related to the railroad corridor:

[18] Thomas W. Hanchett, "Financing Suburbia: Prudential Insurance and the Post-World War II Transformation of the American City," *Journal of Urban History* 26, 2000, 312-323.

[19] The MN&S Corridor was recommended as not eligible in Volume Three of *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project Final Report*.

- Great Northern Railroad Corridor (HE-MPC-16387)
- Grand Rounds Historic District (XX-PRK-001)
- Cedar Lake Parkway Bridge (HE-MPC-01819)

The Great Northern Railroad Corridor and the Grand Rounds Historic District have been determined eligible for listing in the National Register. Although located within the Grand Rounds Historic District, the Cedar Lake Parkway Bridge is of recent construction and is considered noncontributing.

Only the portion of the Great Northern Railway Corridor (HE-MPC-16387) within the City of Minneapolis was evaluated in the previous survey. For the purposes of this survey, the portion within St. Louis Park received an inventory number (HE-SLC-1092) and is documented on an inventory form. A Phase II Evaluation is included in Section 4.4.1.

3.4.3 Historic Context: Great Northern Railway Company

The historic context for the Great Northern Railway Company is included in Section 3.4.2 of Volume Three of the *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project Final Report*. This context was not supplemented.

4. Results

Mead & Hunt's principal investigator for this project is Heather Goodson. The project team also included architectural historians Emily Pettis, Shannon Dolan, Timothy Smith, Greg Rainka, and Katherine Haun. Fieldwork and research was completed between February and March 2011.

4.1 St. Louis Park Survey Zone

A total of 488 properties were surveyed in the St. Louis Park survey zone (see Appendix B for the complete list of these properties). Of these properties, three warranted Phase II evaluation. One property is recommended eligible and two properties are recommended not eligible for the National Register. Table 1 presents the details of the Phase II properties in the St. Louis Park survey zone. The Phase II evaluation of each property is presented in this section.

Table 1. Phase II Property Details, St. Louis Park Survey Zone

Property Name (historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
Helen and Paul Olfelt House	2206 Parklands Lane, St. Louis Park	HE-SLC-0010	Recommended eligible	FR
St. Louis Park High School	6425 33rd Street West, St. Louis Park	HE-SLC-0601	Recommended not eligible	FR
Walker Building	6518-6524 Walker Street, St. Louis Park	HE-SLC-0602	Recommended not eligible	FR

Figure 7 shows the location of the Phase II property located in the St. Louis Park survey zone that is recommended eligible for listing in the National Register.

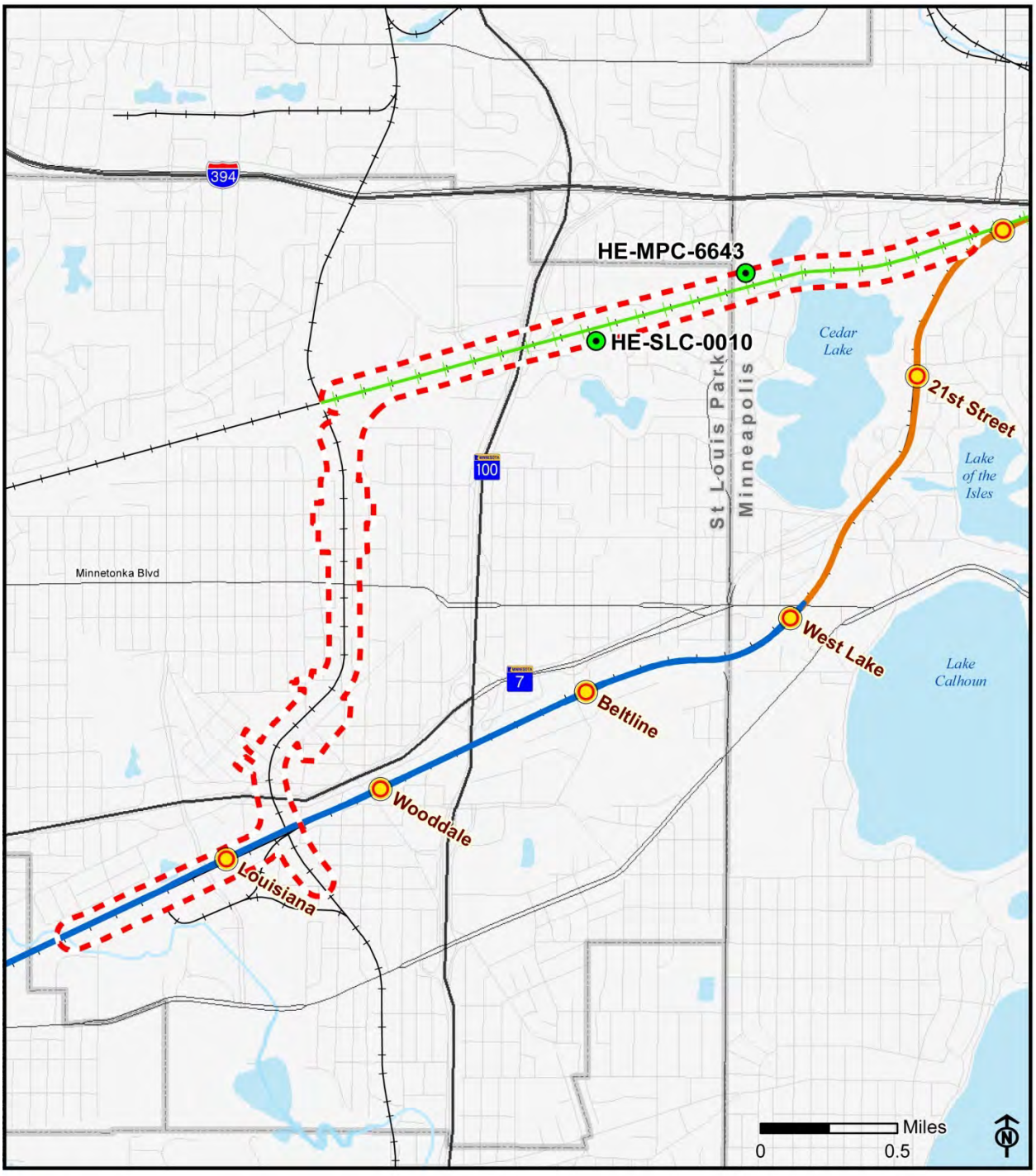


Figure 7
Surveyed
Architectural Properties
Segment FR

4.4.1 St. Louis Park High School

MnSHPO Inventory Number: HE-SLC-0601
Address: 6425 West 33rd Street
City/Township: St. Louis Park

Description

St. Louis Park Senior High School is located southwest of the intersection of West 33rd Street and Dakota Avenue on a 17-acre site that is bounded to the south by the MN&S spur line. The core section of the high school building was constructed in 1955-56 and exhibits Modern design qualities emphasizing horizontality and rectilinear forms. It has an L-shaped footprint and asymmetrical massing varying from one to three stories. A three-story circular classroom addition (the "round wing") was completed in 1962 at the rear, inside corner of the ell. In 1963 a one-story administration offices addition was built off the west end of the school. A small, square, two-story addition for vocational training classrooms and facilities was constructed in 1967 at a south corner of the core section of the building. The school was enlarged again in 2001 with the addition of a second gym at the building's south end housed in a large, two-story attached structure angled parallel to the railroad tracks. A large parking lot spans the area west of the high school off West 33rd Street, and athletic fields, a track, and tennis courts fill the western and southwestern part of the campus. Figure 8 shows an aerial view of the school illustrating the various dates of construction.

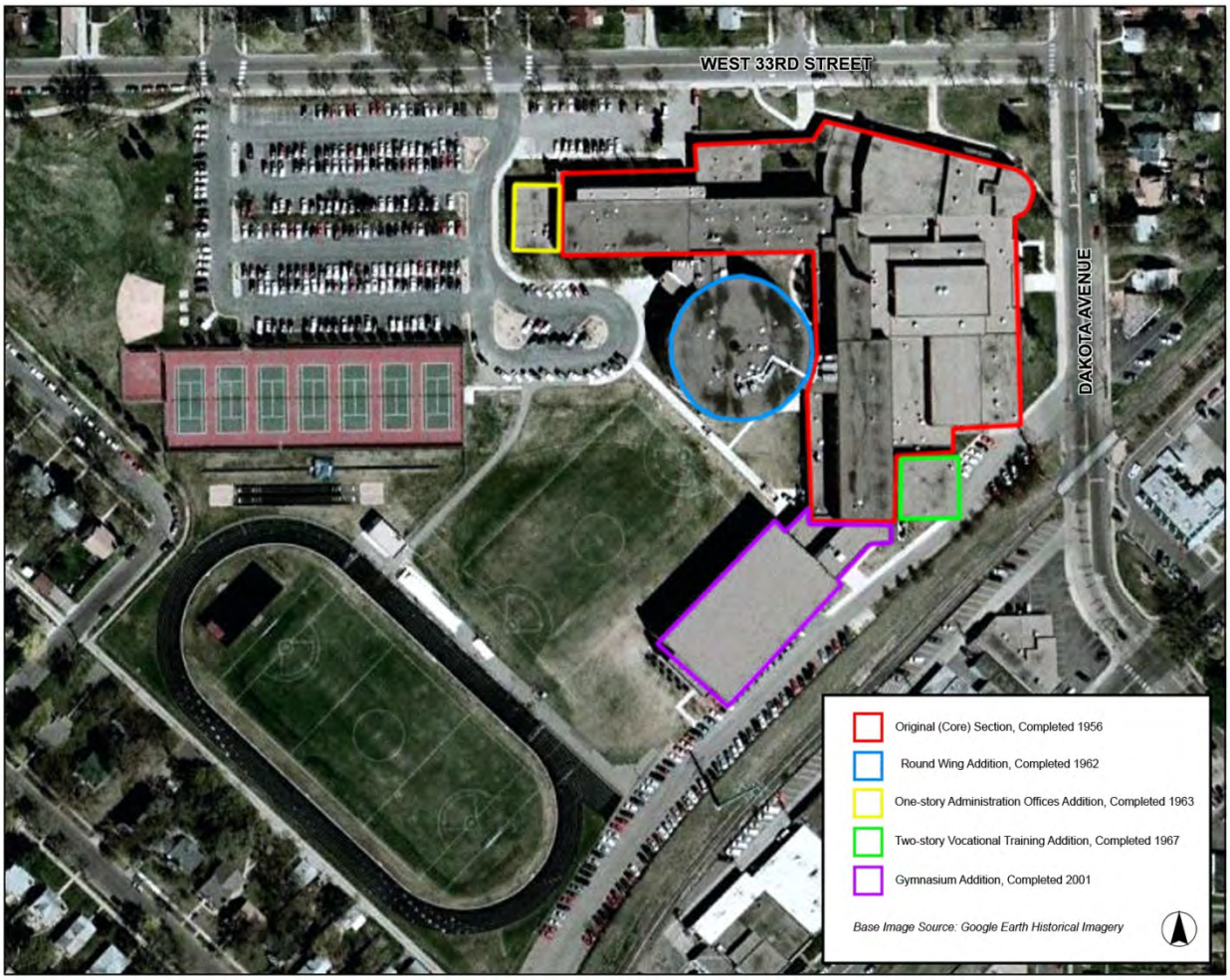


Figure 8. Aerial view of St. Louis Park High School with color outlines denoting its various dates of construction (Base Image Source: Google Earth).

The high school building, including additions, is clad mostly in brick. Outer walls of the classroom sections of the core building are comprised of continuous bands of full-height, aluminum-frame windows that let in a large amount of natural light (see Figure 9). The three-story round wing is fenestrated with aluminum-frame windows grouped in threes and spaced at regular intervals around its perimeter (see Figure 10). A single band of aluminum-frame windows is positioned below the roof line on the one-story, east-facing side of the core section of the building (see Figure 11). Single, regularly spaced square windows fenestrate the one-story west end of the building.

Figure 9. North (West 33rd Street) elevation of the core section (1956) of St. Louis Park High School, view facing southwest.

Figure 10. Round wing (1962) of St. Louis Park High School, south entrance (1993) at left, view facing east.

Figure 11. East (Dakota Avenue) elevation of the core section (1956) of St. Louis Park High School, view facing northwest.

A prominent component of the building's design is the rounded northeast corner. This section of the school is located behind the auditorium and houses the band and vocal rooms. The brick-clad exterior features regularly-spaced full-height indents that give the effect of ribbing. Some of the hollows contain narrow vertical bands of fixed aluminum-frame windows (see Figure 12).

Figure 12. Rounded northeast corner of the core section (1956) of St. Louis Park High School, view facing southwest.

Entrances to the school are located on its north, east and south sides. The north entrance, located at the center of the West 33rd Street elevation, opens into the auditorium lobby. The entry doors are located behind a projecting wall clad in polished granite panels (see Figure 13). A walkway sheltered by a flat roof supported by a series of round metal poles leads from this entrance to a door directly to the west that accesses the cafeteria. The east entrance to the school is located on Dakota Avenue directly south of the rounded northeast corner of the core building and opens into the gym lobby. This entryway is recessed and sheltered by a projecting flat roof. The south entrance, located in the wedge between the round wing and the West 33rd Street section of the school, was built in 1993 (see Figure 10). It consists of a full-height glass wall within a rectilinear brick frame.

Figure 13. North (West 33rd Street) entrance to the core section (1956) of St. Louis Park High School, view facing southeast.

The interior layout of the core section of the school consists of north-south and east-west classroom corridors. The cafeteria, auditorium, original gym, and swimming pool essentially form the center of the building. The round wing contains pie-shaped classrooms and houses the school's library in its center core. Faculty and administration offices are grouped at the west end of the building, primarily in the 1963 addition.

The gymnasium addition at the school's south end is a large rectangular block with brick and concrete walls and brick buttresses. Beyond the gymnasium to the west and southwest are athletic fields, a track, and tennis courts. The track, specifically, has been at its present location and in its current configuration since 1966-67, though it has been resurfaced. An athletic field located one block south on Dakota Avenue across the railroad tracks is used for football games.

History

Following World War II, the U.S. experienced unprecedented population growth and a dire need arose for more and more classrooms. As editors of *Architectural Forum* put it in 1955, "every 15 minutes enough babies are born to fill another classroom and we are already 250,000 classrooms behind."[20] Enrollment in public elementary and secondary schools across the country during the 1949-50 school year was 25.1 million. This increased by almost 11 million within one decade and reached 46 million in 1971.[21] In St. Louis Park, the general population increased 192.7 percent between 1940 and 1950, the most intense period of growth in its history. The upsurge continued in the early 1950s, and by 1954 St. Louis Park

[20] Amy F. Ogata, "Building for Learning in Postwar American Elementary Schools," *Journal of the Society of Architectural Historians* 67, no. 4 (2008): 562.

[21] Ogata, 562.

boasted 35,292 inhabitants. With the number of school-age children representing a large percentage of the population, the St. Louis Park School District was the fifth largest in the state at the time. Enrollment was expected to continue to rise for all grade levels.[22]

An outdated and limited stock of school buildings plagued communities throughout the nation in the midst of the mid-century population boom. The existing school system in St. Louis Park included eight crowded elementary schools and a joint junior-senior high school on a split-shift schedule with junior high classes in the morning and senior high classes in the afternoon. Conditions were clearly below standards, pushing the construction of two new elementary schools and a standalone high school. The latter, St. Louis Park Senior High School, opened in the fall of 1956.[23]

Circumstances surrounding education associated with the postwar "baby boom" greatly influenced the design and construction of new schools. To keep pace with the increasing demand for more classrooms and provide suitable environments for education, principles of functionalism were accentuated. This meant new schools, above all, had to be economical and efficient. As such, school designs were generally quite simple and modest. They were typically brick-veneer, flat-roofed buildings that exhibited Modern architectural forms and qualities in as much capacity as school district budgets could afford. One of the main design concerns was improving the quality and quantity of daylight over that of the traditional brick schoolhouse, so much that the one characteristic shared by essentially all mid-century schools is outer classroom walls comprised mostly of glass.[24]

The St. Louis Park High School was designed by the Minneapolis architectural firm of Bissell & Belair (formerly Stebbins, Haxby & Bissell), one of the most successful firms in Minneapolis in the 1920s and 1930s, and specialists in the design of schools and commercial buildings.[25] The L-shaped school was built on a 17-acre site southwest of the intersection of Dakota Avenue and West 33rd Street and had capacity for 2,000 students. Features included:

- A modest Modern design emphasizing horizontality and rectilinear forms
- A mix of brick veneer and continuous bands of aluminum-frame windows
- Two classroom wings featuring 31 total classrooms

[22] *St. Louis Park: Its Appearance and Future,* 4, 16.

[23] *St. Louis Park: Its Appearance and Future,* 16-18; "St. Louis Park High School," St. Louis Park Historical Society, http://www.splhistory.org/history/highschool.asp (accessed 9 April 2012).

[24] Ogata, 563; Jonathan and Donna Fricker, "Modernism Triumphant – Commercial and Institutional Buildings," in *Louisiana Architecture 1945-1965* (Fricker Historic Preservation Services, LLC, 2009), 9-10.

[25] Alan K. Lathrop, *Minnesota Architects: A Biographical Dictionary* (Minneapolis: University of Minnesota Press, 2010), 24; notable buildings of Stebbins, Haxby, and Bissell include a 1937 addition to the former St. Louis Park Junior-Senior High School (6300 Walker Street, HE-SLC-051). Stebbins, the founding partner, served as the Minneapolis Board of Education's school architect for more than a decade.

- Extensive shops and laboratories and facilities for art, music, home economics, and physical education
- An auditorium seating 1,000 and a gymnasium seating 2,400
- A cafeteria, library, and swimming pool

According to the *St. Louis Park Dispatch*, the project was the largest school construction job in Minnesota since World War II and combined "the most modern design with an effective layout."[26]

The high school was enlarged almost immediately to accommodate anticipated enrollment increases. Construction of the round wing, labeled a "space-saving structure" by the *St. Louis Park Dispatch*,[27] was completed in August 1962. It was designed by Bissell, Belair & Green, the next iteration of Stebbins, Haxby & Bissell. The addition included 44 pie-shaped rooms and three semicircular study halls, and had capacity for approximately 800 students. Two smaller additions to the school, made in 1963 and 1967, were used for administration offices and vocational training, respectively. Also in 1967, the art room was expanded, an orchestra room was added, and a new track was constructed. No additional major construction projects took place at the school until 1993, when the library and second floor of the round wing were remodeled and a new primary entrance was created, facing the rear parking lot. In 2001 science classrooms on the third floor of the West 33rd Street side of the school were updated and a large, attached second gymnasium was constructed.[28] The latter forced the off-site relocation of the baseball diamond, which previously was located in the area between the school and the track. Other relatively recent improvements include the enlargement of the parking lot, reconfiguration of the entry drive, and construction of new tennis courts.

Evaluation

The St. Louis Park High School was evaluated for the National Register under *Criterion A: Education*. It can be said that all schools are inherently important to the communities they serve, but to be eligible under this criteria a school must have significance related to a historic event or trend that made a significant contribution to the community. Thousands of public schools were constructed throughout postwar America during the 1950s. Suburbs in the Twin Cities area, including St. Louis Park, experienced substantial growth and new high schools were constructed to support the increasing student population. The St. Louis Park High School is an example of a common response to this trend, and it fails to stand out as having made a distinctive contribution to the educational history of the community. Along with a large number of other postwar public schools in St. Louis Park and the greater Twin Cities area, it was constructed purely in response to civic educational needs.

[26] "Construction Starts Next Week On New Park High," *St. Louis Park Dispatch,* 29 December 1955.

[27] "Open House At New School Addition," *St. Louis Park Dispatch,* 20 September 1962.

[28] "St. Louis Park High School," St. Louis Park Historical Society; St. Louis Park High School, *Echowan*, 1961-62 yearbook.

The St. Louis Park High School was also evaluated for the National Register under *Criterion C: Architecture*. Consistent with the most general trends in school design during the postwar period, the original, core section of the school is an undistinguished brick-veneer, flat-roofed building with outer walls comprised mostly of glass and does not possess any distinctive characteristics that would qualify it as a significant example of its type. The same can be said for the round wing addition. Architects of the 1960s sought ways to introduce forms other than the rectangle, and circles were a popular choice. The round wing appears to have been designed to simply add some interest architecturally while saving space and economically providing much-needed extra classrooms. Lastly, while the school and round wing were designed by local architects Bissell & Belair (and later Greene), their formidable years—that is, when they produced their best representative work—were the 1920s and 1930s during a previous iteration of their firm. Based on these facts, the school does not embody distinct characteristics of a type, period, or method of construction.

Recommendation
St. Louis Park High School is recommended not eligible for the National Register under *Criterion A: Education* and *Criterion C: Architecture.*

4.4.2 Walker Building

MnSHPO Inventory Number: HE-SLC-0602
Address: 6518-6524 Walker Street
City/Township: St. Louis Park

Description
This Phase II evaluation for the Walker Building includes only the west, two-story portion of the original building. The east, one-story portion (6510-6512 Walker Street, HE-SLC-0975) was eliminated from eligibility consideration during the Phase I Survey because it was damaged by fire in 1907 and the original second story was not rebuilt. In addition, the overall property was divided into two tax parcels in 1942, creating a distinct separation between the two-story and one-story portions.

The two-story Walker Building is a vernacular, two-part, commercial block fronting Walker Street. It has a rectangular footprint, flat roof, and brick front featuring modest Classical details. The primary facade is two bays wide, each identical and composed of a storefront beneath a bank of second-story windows (see Figures 14 and 15). The lower level is clad with replacement Roman brick and corrugated metal paneling, while the upper level retains the original standard-sized brick. The brick, originally bare, was painted sometime after 1960, based on historic photos.

Figure 14. Walker Building, south (front) and west (side) elevations, view facing northeast.

Figure 15. Walker Building, south (front) and east (side) elevations, view facing northwest.

Each of the two storefronts consists of a center recessed entry flanked by paired fixed windows. This is a modern configuration; historically, the street level was a cast-iron storefront with large show windows and a central second-floor entry (see Figure 16). The current aluminum-frame doors and windows, corrugated metal paneling, and awnings are not original to the building.

Figure 16. Historic photo of Walker Building storefront, c.1937 (St. Louis Park Historical Society).

The upper level of the Walker Building consists of 12 evenly spaced windows (two banks of six) with rounded arch brick surrounds and decorative terracotta trim work. The windows are one-over-one replacements of the original double hung sash windows. The facade also features a corbelled brick cornice with brick (or other masonry material) beneath it laid to create a textured, checkerboard-pattern surface. These are common commercial facade treatments of the late nineteenth century.

The rear (north) side of the Walker Building is unadorned and covered with stucco (see Figure 17). An exterior wood stair leads to a second-story entrance, and upper and lower windows are spaced at regular intervals. A one-story, concrete-block addition that measures approximately half the width of the building extends from the back wall. The east and west sides of the building are blank stucco walls. Based on historic photos, however, the west wall was once painted with a large advertisement for a local business.

Figure 17. Walker Building, north (rear) and west (side) elevations, view facing southeast.

The interior of the Walker Building could not be accessed at the time of survey, but research indicates it has been heavily altered and reconfigured over time as tenant turnover has occurred.

History

Starting in the mid-1880s St. Louis Park was a target for industrial expansion due to its location on the South Dakota spur of the Minneapolis and St. Louis Railway. The beginnings of a village center comprised of small residential lots and a few businesses took form after the establishment of the city's first developer, the St. Louis Park Land and Improvement Company, which platted three subdivisions in 1886 and 1887. Soon thereafter, the Minneapolis Land and Investment Company (MLIC) was founded with the goal of attracting manufacturers to Minneapolis, largely through the development of St. Louis Park as an industrial suburb. By 1892 the MLIC, led by its president T. B. Walker, had purchased and platted nearly 2,000 acres of land in St. Louis Park. Plat design was inspired by Pullman, Illinois, a model company town conceived by industrialist George Pullman in the 1880s. The MLIC's "Rearrangement of St. Louis Park" created a zoned railway town consisting of an industrial circle and commercial center (both bestriding present-day Walker Street) surrounded by residential lots (see Figure 18).[29] A recurring newspaper ad run by the MLIC in 1892 proclaimed St. Louis Park the "great manufacturing and residence suburb of Minneapolis," assuring that it was destined to be "the most prosperous location and profitable place for investment in the United States."[30]

[29] *The Illustrated American* 11, no. 118 (1892): 27-28; City of St. Louis Park, Minnesota, "Why We Are A Livable Community," in *Comprehensive Plan* (2009), http://www.stlouispark.org/comprehensive-plan/comprehensive-plan.html (accessed 4 April 2012); Bob Reiss, "Thomas Barlow Walker," St. Louis Park Historical Society, http://www.slphistory.org/reecho/wakertbfall2004.asp (accessed 4 April 2012); St. Louis Park Historical Society, "T.B. Walker," http://www.slphistory.org/history/walkertb.asp (accessed 4 April 2012).

[30] "St. Louis Park!" *The Saint Paul Daily Globe,* 11 June 1892.

Rapid development occurred in St. Louis Park in the early 1890s. To entice industries to locate in the industrial circle, the MLIC offered incentives, such as free land. The largest original employer in St. Louis Park was the Monitor Manufacturing Company, a producer of grain drills. Other early operations included the Minneapolis Malleable Iron Works, Thompson Wagon Works, Minneapolis Jarless Spring Carriage Company, Shaft-Pierce Shoe Company, and Minneapolis Esterly Harvester Company.[31] Walker constructed a church, factories, and hotels to house workers involved in the development of the community and the local industries. He was also responsible for the introduction of the electric streetcar to St. Louis Park in 1892, a major infrastructure upgrade that linked the community directly with Minneapolis.

The area directly east of St. Louis Park's industrial circle, on present-day Walker Street between West Lake Street and Dakota Avenue, was reserved for a commercial center. The first efforts to develop the "downtown" were made by Walker and Joseph Kellog Hamilton. Between 1888 and 1892, each built a mixed-use building on Broadway (now Walker Street). Known collectively as the Brick Block, the Hamilton and Walker Buildings faced each other and had retail and other public spaces at street level with offices above. Based on the results of the research, it does not appear that Walker used the building for an office or other purposes; rather, it housed a variety of tenants. Early tenants of the Walker Building were the Stile Drug Store, Anderson Brothers Dry Goods, Lambert Butcher Shop, and Dworsky General Merchandise and Groceries. The Woodman Lodge and American Legion held meetings on the second floor.[32]

[31] Reiss; City of St. Louis Park, "Why We Are A Livable Community," in *Comprehensive Plan* (2009). http://www.stlouispark.org/comprehensive-plan/comprehensive-plan.html (accessed 4 April 2012), IV-A2 – A4.

[32] Don Swenson, ed., *Something in the Water: The Village of St. Louis Park, Minnesota, 1945 and Earlier,* (St. Louis Park, Minn.: Don Swenson, 2001), 125; St. Louis Park Historical Society, "Walker Building," http://www.slphistory.org/history/walkerbuilding.asp (accessed 4 April 2012); "Walker Building, Landmark For 54 Years, Is Sold Off," *St. Louis Park Dispatch*, 9 October 1942.

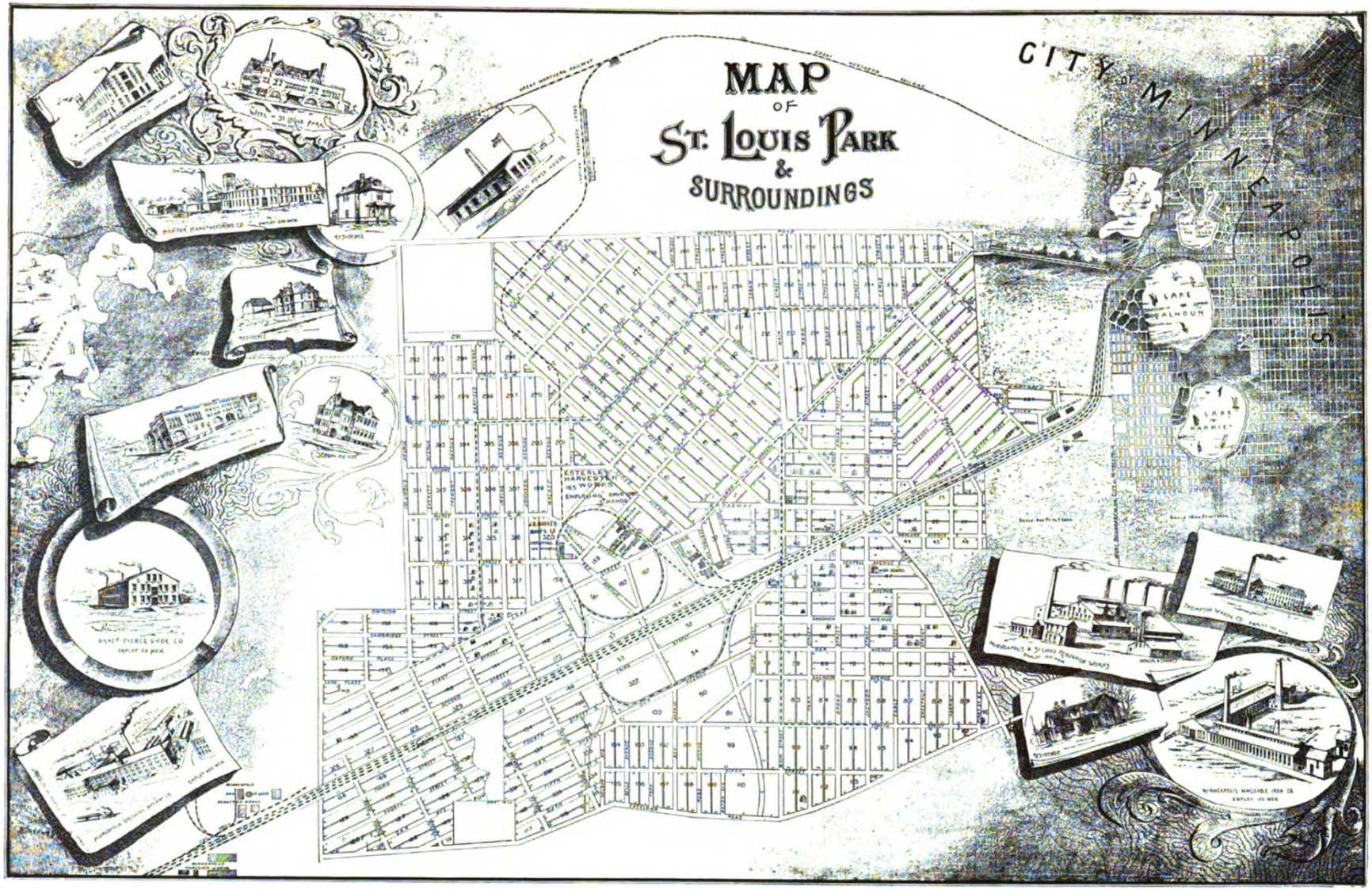


Figure 18. Historic map of St. Louis Park and surroundings, c.1892 (The Illustrated American, 29).

The Panic of 1893 brought development to a standstill in St. Louis Park, and the business district did not grow much larger than the Brick Block until the mid-twentieth century. Businesses failed, countless lots owned by MLIC were never bought or developed, and Walker's business partners eventually resigned. To alleviate the incapacitating effects of the economic depression, Walker reduced or canceled rents for his tenants, but this did not result in new interest or development. Ultimately, Walker's dream of creating a booming industrial center was never fully realized, and he pursued other ventures outside of St. Louis Park in the early twentieth century.

In 1907 a fire destroyed much of the Walker Building. Ruined portions were rebuilt, but the east one-third of the building was reduced to one story due to extensive damage. The rebuilding process forced many tenants to move out, and some never returned. One notable returning tenant was Doc Brown, whose barber shop and pool hall occupied the one-story section of the building until 1942. In 1923 Nels Swenson and Carl Redeen opened the Swenson & Redeen Meat Market and Grocery in the two-story portion of the building, which provided locals with an alternative to buying meat and groceries in downtown Minneapolis via the streetcar. The store remained in the building until 1948, when it moved across the street into the Hamilton Building.[33]

St. Louis Park became predominantly residential during the twentieth century. As a "first-tier" suburb of Minneapolis, its population steadily increased as area farms were subdivided and platted into residential developments. In the 1930s city leaders adopted the moniker "A City of Homes," solidifying St. Louis Park's place as a bedroom community/commuter town.[34]

In 1942 the Walker Building was split into two tax parcels. At auction, the two-story section of the building was sold to E. C. Ruble and the one-story section was bought by J. K. Seirup.[35] Since that time, both buildings have undergone a number of alterations. The two-story building has been heavily modified with a reconfigured storefront and interior spaces, replacement windows, and one-story concrete block rear addition. The brick front has been painted and stucco has been added to the sides.

Present-day Walker Street is dominated by postwar commercial development, and the Hamilton Building is no longer extant. An industrial area still exists today in the general vicinity of the original industrial circle, but it, too, consists of mid- and late twentieth-century buildings, facilities, and complexes. Also, the routing of State Highway 7 through this part of St. Louis Park in the 1930s significantly altered the alignment of some streets, compromising the original plat. The original industrial circle is, in effect, not extant.

Evaluation

The Walker Building was evaluated for the National Register under *Criterion A: Community Planning and Development* for its potential role in the development of St. Louis Park. As one of the only surviving links to the late nineteenth-century efforts of T. B. Walker to develop St. Louis Park into the "great

[33] Swenson, *Something in the Water*, 126; St. Louis Park Historical Society, "Walker Building."

[34] City of St. Louis Park, "Why We Are A Livable Community."

[35] St. Louis Park Historical Society, "Walker Building."

manufacturing and residence suburb of Minneapolis," the building aids in interpreting the city's early history. It is not, however, especially representative of the MLIC's "Rearrangement of St. Louis Park" and does not have a strong association with Walker's local significance as a preeminent land owner and developer. In the context of St. Louis Park, Walker's importance would best be conveyed through the overall design and platting of the city, in particular the nonextant industrial circle. Ultimately, commercial development was secondary to the industrial and residential focus behind the city's founding and initial development, and although the Walker Building represents a component of St. Louis Park's early history, its construction and use over time has not been significant. It has housed a variety of businesses, though never an office or business of Walker's, and has a direct relationship only to the general history of the city. The building does not have a significant association with an important event or series of events.

Similarly, the Walker Building is not eligible for the National Register under *Criterion B: Significant Person*. As noted, the building does not illustrate Walker's significance related to the platting and development of St. Louis Park. Other than being responsible for the construction of the building, research did not indicate a direct connection between Walker and the building, such as using the building for personal or business purposes.

The Walker Building was also evaluated for the National Register under *Criterion C: Architecture.* As a vernacular late nineteenth-century commercial block that is substantially altered, it does not embody distinctive characteristics of a type, period, or method of construction. A fire in 1907 destroyed much of the building, and though ruined portions were rebuilt, the east one-third of the building was reduced to one story and redesigned. Extensive modern alterations to the two-story portion of the building include a heavily modified storefront, replacement windows, reconfigured interior spaces, and one-story concrete block rear addition.

Recommendation
The Walker Building is recommended not eligible for the National Register under *Criterion A: Community Planning and Development, Criterion B: Significant Person, or Criterion C: Architecture* because it does not rise to a level of historical or architectural significance and lacks integrity.

4.4.3 Helen and Paul Olfelt House

MnSHPO Inventory Number: HE-SLC-0010
Address: 2206 Parklands Lane
City: St. Louis Park

Description
The Helen and Paul Olfelt House located at 2206 Parklands Lane in St. Louis Park was designed by Frank Lloyd Wright in 1958. The house is situated on two lots that overlook a wetland at the end of a cul du sac in the Lake Forest neighborhood (see Figure 19). The front facade is oriented east and is set back from the roadway approximately 80 feet. A brick driveway provides access from the street to a carport attached to the north side of the house. A small frame shed sheathed in wood cladding constructed by the Olfelt's son is also located on the property. Sometime in the 1960s the Olfelt's

purchased the 2.59-acre lot perpendicular to the west side of the house to preserve the land from future development.

Figure 19. Parcel map of Olfelt property and railroad corridor with the lots delineated in yellow. Source: Hennepin County, "Hennepin County Interactive Maps, Property Information Search," http://gis.co.hennepin.mn.us/Property/Map/Default.aspx (accessed 2 March 2012).

Built between 1958 and 1960, the Olfelt House is a single-story Usonian house of roman brick masonry construction with an irregular footprint that rests on a concrete foundation. It was positioned on the parcel to complement the surrounding natural landscape by orienting the long axis of the house north/south across an earthen berm. As a result, the front (east) facade is partially obscured from view because of the natural topography and tree coverage. However, the rear (west) elevation is completely exposed and features a window wall and bands of windows that overlook a small concrete patio space and the surrounding natural terrain.

The asymmetrical gable roof is covered with wood shake shingles and features a low-pitched roofline with cantilevered gable ends, deep eave overhangs that feature recessed triangular lights, and prominent wood fascia boards. A large hexagonal brick chimney rises above the roof line. The house has a variety of window types, such as skylights, casement, awning, mitered, and fixed. See Figures 20 and 21.

Figure 20. Overview of east elevation, view facing west.

Figure 21. Overview west elevation, view facing east.

Wright designed the house from the inside out using a four-by-four foot hexagon planning grid projected as a diamond module (see Figure 22).[36] The grid was inscribed on the interior floor, which is stained in Wright's signature Cherokee Red and sealed with wax. The footprint of the house is composed of an equilateral triangle and parallelogram with the long center axis oriented north/south to complement the

[36] John Sergeant, *Frank Lloyd Wright's Usonian Houses: The Case for Organic Architecture* (New York: Watson-Guptill Publications, 1976), 62; William Allin Storrer, *The Frank Lloyd Wright Companion*, rev. ed. (Chicago: University of Chicago Press, 2006), 436.

surrounding natural landscape. The overall design and layout of the house was integrated into the surrounding landscape, with the house built into a natural earthen berm. It was positioned to "turn a blank wall to the street" to give the family privacy, whereas the rear of the house was opened to the surrounding natural wooded landscape by a series a windows and pair of large glass doors (see Figure 21 above).[37]

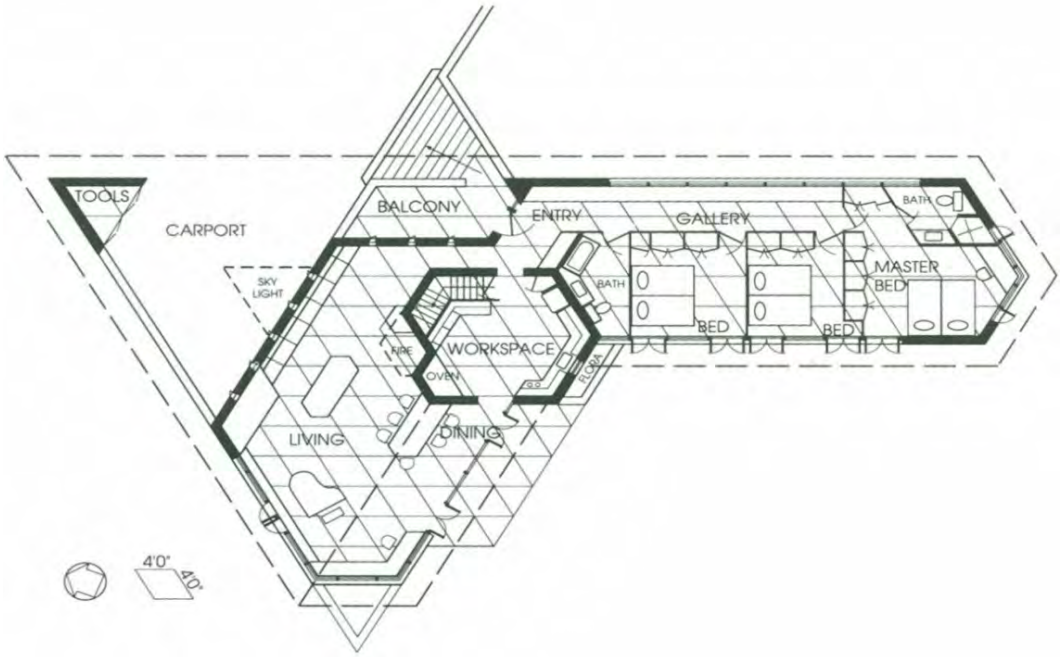


Figure 22. Olfelt House floor plan (Storrer, The Frank Lloyd Wright Companion, 436).

A two-stall carport is attached to the north side of the house, and the roofline extends downward as a continuous gable plane to approximately three feet above the ground surface, where it terminates as a point. The north side of the carport is supported by a small brick storage shed that is connected to the house by a three-foot-high brick wall. The carport features a large triangular-shaped skylight and recessed triangular lights (see Figure 23). A series of five narrow vertical fixed windows that span the north elevation overlook the carport from the living and basement levels.

[37] Alan Hess, *Frank Lloyd Wright Mid-Century Modern* (New York, Rizzoli International Publications, Inc., 2007) 20.

Figure 23. Overview of the carport with storage space and wall, view facing west.

As for the floor plan, the house is divided into three distinct zones: workspace/kitchen (kitchen), active areas, and quiet areas (see Figure 22). It is anchored by the kitchen at the "center" that shares a common wall with the chimney (see Figure 24).[38] The entry and foyer adjacent to the kitchen act like a "hinge" connecting the active (represented as triangles in Figure 22) and quiet space (parallelogram).[39] The main entryway and small rectangular porch on the front (east) facade are accessed by a series of 11 concrete stairs painted Cherokee Red and flanked by integrated brick planters (see Figure 25). Overhanging eaves extend from the massing and shelter the solid wood door with a trapezoidal transom. Narrow fixed vertical windows located to the right (north) of the entrance allow light to penetrate the interior active area.

[38] Olfelt, Helen, interview by Mead & Hunt, Inc., St. Louis Park, Minn., 15 February 2012; Richard W.E. Perrin, "Frank Lloyd Wright in Wisconsin: Prophet in His Own Country," in *The Wisconsin Magazine of History* 48, no.1 (Autumn, 1964): 32-47.

[39] Sergeant, 19.

Figure 24. Exterior overview of the kitchen, view facing east.

Figure 25. Entryway and stairs, view facing south.

The kitchen is small with a hexagon plan and is accessed from the dining area and foyer by tall doorways with pocket doors. It was designed to minimize movement by maximizing access to countertops and appliances. Built-in wood cabinets provide adequate storage space, which frees up counter space, and a geometric island with hexagonal stools also serves as additional counter space (see Figure 26). A

narrow fixed window spanning the south wall and a large circular skylight allows natural sunlight to penetrate the brick room, which is supplemented by artificial lights located below the hanging cabinets. A built-in brick planter attached to the exterior wall invites nature into the space. Aside from replacement countertops, the kitchen remains intact.

Figure 26. Kitchen with counters, cabinets, and island, looking toward the dining area.[40]

Wright used an open floor plan to create a sense of spaciousness in the active area. Although the Olfelts initially requested a separate living room, dining room, and study, Wright combined the three into one large room. In doing so, he not only eliminated the box-like rooms of traditional American architecture, but created a cohesive informal space that encompassed a majority of the 1,600-square-foot house. The space within the active area was not formally defined; however, the dining alcove and built-in furniture, including a long banquette seat, desk, and bookshelves, along the periphery of the room suggest the intended use of each area (see Figures 27 and 28). Chairs, footstools, tables, and a chandelier designed by Wright to compliment the space were constructed by Mrs. Olfelt's father. The upholstery is original and was selected by Mrs. Wright.[41] Although the fireplace is the focal point of the room, the space is dominated by a wall of windows and doors. A large multi-pane fixed and mitered window composed of

[40] Although interior access was granted for this evaluation, the project team was not permitted to take photographs. All interior photos are from Hess, *Frank Lloyd Wright Mid-Century Modern*.

[41] Olfelt, Helen, interview by Mead & Hunt, Inc.

various geometric shapes overlooking the property to the west connects to a series of large single-pane windows and pair of French doors that overlook the property to the southwest (see Figures 28 and 29). In recent years, plexi-glass was added to the interior of the mitered windows in order to alleviate condensation issues. An integrated brick planter extends from the exterior of the house on the west side and brings nature to eye-level with the interior. Aside from the addition of plexi-glass panes, the room remains intact.

Figure 27. Overview of the active area, including the living room with a brick fireplace, built-in banquette seating, foot stools, coffee table, and the dining alcove with a dining room table and chandelier.

Figure 28. Overview of the active area, including the living room with Wright-designed chairs, foot stools, and built-in bookshelves, and study with a Wright-designed desk. Wright's planning grid pattern is visible on the floor.

Figure 29. Exterior overview of active area with French doors, bands of windows, and brick planter, view facing east.

Although Wright typically eliminated basements from Usonian houses in order to reduce construction costs, he agreed to include a partial basement below the active area. According to the Olfelts, the basement was added to compensate for the loss of a playroom.[42]

Similar to the active area, the quiet area was designed to serve its function, which also dictated its outward appearance.[43] The quiet area consists of a hallway, bathroom, two bedrooms, and master bedroom and bathroom; which were confined to the parallelogram portion of the footprint (see Figure 22). Built-in closets line the outside of the narrow hallway and a continuous band of awning windows located above allows natural light to penetrate the space. The exterior wall of the quiet area fronts Parkland Lane and is built into an earthen berm, partially obscuring the facade and adding to the sense of privacy (see Figure 30). Aside from the master bedroom, the bathroom and two bedrooms face the rear of the house. Built-in cabinets, closets, and dressers, which could also be used as desks, preserved floor space in the rooms. Windows along this portion of the house are a combination of fixed and casement. According to the Olfelts, Wright's original plan included glass doors that opened to the backyard; however, they requested the doors be replaced with windows.[44] The master bedroom and bath are located at the southernmost point of the house. This bedroom features a large multi-pane window comprised of casements and various fixed geometric shapes (see Figure 31).

Figure 30. Exterior overview of the quiet wing, view facing east.

[42] Olfelt, Helen, interview by Mead & Hunt, Inc.

[43] Diane Maddex, *Frank Lloyd Wright's House Beautiful* (New York: Hearst Books, 2000), 50.

[44] Olfelt, Helen, interview by Mead & Hunt, Inc.

Figure 31. Master bedroom with a built-in desk and fixed windows.

As a whole, the Olfelt House retains good integrity and retains character-defining features of Usonian architecture, such as a low-pitched roof with overhanging eaves, carport, prominent chimney, open floor plan with built-in furniture, and bands of windows. Aside from minor changes to kitchen countertops and the addition of plexi-glass to windows, the house is unaltered.[45]

History

Dr. Paul and Helen Olfelt retained Frank Lloyd Wright to design a house for them in 1958, shortly after they had purchased a 0.92-acre lot in suburban Minneapolis. The Olfelts were introduced to Wright's works and architectural philosophy through a variety of sources, including college courses, books, touring the Malcolm E. Willey House (Minneapolis), and street views of the Frieda and Henry J. Neils House (Minneapolis). They were impressed with his belief that the overall form and function of a house should reflect the fundamental relationship with the surrounding natural environment, while meeting the unique needs of the owners.[46]

[45] Olfelt, Helen, interview by Mead & Hunt, Inc.

[46] Hess 17.

By the late 1950s the Olfelts began searching for an architect who embraced Wright's ideology to design their house and decided to approach Vernon O. Knudson, a family friend and apprentice to Wright.[47] Having outgrown the space of their small Cape Cod house, the family wanted a house that not only met their needs, but served as a sanctuary from the outside world.[48] Unsatisfied with the ubiquitous cookie-cutter houses and philosophy of postwar residential development, the Olfelts decided to build a house that embodied the artistic simplicity and functionality of Wright's Usonian architecture.

Knudson declined the Olfelt's request, suggesting they contact Wright for his help in designing a house. Despite some skepticism, the Olfelts decided to contact Wright. Before agreeing to work with the family, Wright asked for additional information, such as the budget and their requirements. The Olfelts responded to his request indicating that they would like their house to have a study, playroom, three bedrooms, and separate living and dining areas. They also sent him photographs of the property and a topographical survey. After looking everything over, Wright agreed to design a house for the family.[49]

The Olfelts worked closely with Wright throughout the design process and travelled to Taliesin in Spring Green, Wisconsin, for their first meeting in June 1958. Unfortunately, Wright was ill and unable to meet with the Olfelts; however, they were able to discuss their plans with two of his apprentices, W.W. Peters and Stephen Oyakawa. The couple returned to Taliesin in September to review the preliminary plans with Wright. Although the study and dining areas were incorporated into one large living space and the children's playroom was eliminated from the plans, the Olfelts were excited about the design and requested minor changes from the initial proposal, which Wright incorporated into the final design. They asked that the exterior doors on the bedrooms be replaced with windows and a partial basement be added to regain space.[50]

The Olfelts received the final working drawings prior to Wright's death in April 1959, and construction begin shortly thereafter. Construction supervision was undertaken by Knudson, who had been an apprentice of Wright. As the builder, Charles Schleich worked closely with Knudson throughout the construction process.[51] Aside from substituting double glass for single pane windows, no design changes were made once the working drawings were completed. Construction was completed in 1960, and the family has lived in the house since.

The house Wright designed for the Olfelt family is an example of one of his later Usonian houses. Although elements of Usonian architecture can be found in designs throughout Wright's early career, the

[47] Paul Olfelt, "Dr. & Mrs. Paul Olfelt Residence, St. Louis Park, Minnesota 1958," in *Northwest Architect: Frank Lloyd Wright, 1869-1969* (St. Paul, Minn.: Minnesota Society of Architects, 1969) 40; J Egan, Field & Nowak, "Parklands Tract Lake Forest Addition Hennepin County, Minnesota," Filed in Register of Deeds, Book 10, Page 31, 4 March 1941, plat map available at City of St. Louis Park Public Works Department, St. Louis Park, Minn.

[48] Paul Olfelt, 40.

[49] Paul Olfelt, 40, 41.

[50] Paul Olfelt, 40, 41.

[51] William Allin Storrer, *The Architecture of Frank Lloyd Wright: A Complete Catalog*, third edition (Chicago: The University of Chicago Press, 2002) 436; Storrer, *The Frank Lloyd Wright Companion*

actual style was not introduced until the 1930s and was characterized as one-story house of brick or wood construction with an informal design based on modular grid that lacks ornamentation.[52] Inspired by the stock market crash and subsequent economic depression, Wright decided to design houses that were affordable for the average American family. By moving away from the anonymous boxes that dominated the contemporary landscape, Wright was able to create houses that not only complemented the American way of life, but were affordable. According to Wright, houses were an expression of individuality, lifestyle, and a family's relationship with the surrounding natural environment, and once the balance was found the house truly became a home in the best sense of the word.[53]

Wright is one of the most notable and influential American architects of the twentieth century and is the acknowledged master of the Prairie Style.[54] He was inspired by the prairie landscape of the Midwest and worked to design buildings that complemented the natural environment through its simplicity of design and use of natural materials. Wright was intrigued by the harmony in nature and viewed the American landscape as a symbol of individuality and independence, which influenced his contributions to the creation of the Prairie architectural style and established the underlying principles that became the foundation for Wright's later repertoire of work.

Although the philosophy of Usonian architecture essentially remained unchanged, elements of the design continued to evolve through the years. Constructed in Minneapolis with a budget of $8,000, the Malcolm Willey House is considered to be the predecessor of Wright's Usonian architecture (see Figure 32).[55] It represents the transition of Wright's design philosophy between the Prairie Style and Usonian architecture.[56] The house was listed in the National Register as Minnesota's most significant Frank Lloyd Wright design of the Depression Era and as example of his small house designs that embodied Wright's organic philosophy.[57] The house features Wright's streamlined design, interplay of form and function, and use of natural materials. With an open floor plan and built-in furniture, rooms in the house appear to be spacious. The use of natural construction materials such as wood and brick, along with the use of sandwich walls, eliminated the need for siding, painting, wallpaper, and plastering, which helped to reduce costs. In addition, Wright used the surrounding natural environment to determine the placement of the house on the lot, as well as its orientation. These design elements became the foundation of Usonian architecture and were incorporated into Wright's subsequent residential designs.

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[52] David Watkin, *A History of Western Architecture*, second edition (Great Britain: Laurence King Publishing, 1996), 501

[53] Edgar Kaufmann and Ben Raeburn, *Frank Lloyd Wright: Writings and Buildings* (New York: New American Library, 1960), 293.

[54] Virginia McAlester and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2000), 440.

[55] Charles Nelson and Camille Kudzia, *Malcolm Willey, House* (Washington D.C.: National Register of Historic Places, National Park Service, August 1981) Section 8; "Malcolm Willey House," Wright in Minnesota, http://www.dgunning.org/architecture/Minn/willey.htm (accessed 6 April 2012).

[56] Sergeant, 23.

[57] Nelson and Kudzia, Section 8.

Figure 32. The Malcolm Willey House in Minneapolis ("Malcolm Willey House," Wright in Minnesota).

Although the Willey House is the proto-type of Usonian architecture, the Jacobs House in Madison, Wisconsin, was the first Usonian house designed by Wright that was built (see Figure 33).[58] When construction of the house was complete in 1937, it featured a variety of ideas and design elements that Wright had included in previous designs, but eventually became synonymous with Usonian architecture. He used elements such as concrete slab floors, low pitched roofs with overhanging eaves, sandwich walls, and glass window walls that he also employed in some of his larger scale and more elaborate houses like Wingspread in Racine, Wisconsin.[59] Wright also used a modular grid to create the floor plan for the Jacobs House. The modular grid was a technique he had been using since 1902; however, it was the first time the grid was actually scored into the concrete pad in the interior of a house.[60] Other hallmarks of Usonian architecture associated with the Jacobs House include the removal of standardized features like the attic, full basement, garage, gutters, and down spouts. The Jacobs House was listed in the National Register as "a marvelous example of a low cost yet thoroughly aesthetic dwelling, one that marked a turning point in the evolution of Wright's residential work."[61]

[58] Paul Sprague, Herbert and Katherine Jacobs, *First House* (Washington D.C.: National Register of Historic Places, National Park Service, 31 July 2003), 11.

[59] Sprague, 12.

[60] Sprague, 12.

[61] Sprague, 12.

Figure 33. Jacobs House, Madison, Wisconsin (Wright & Like 2009: Wrap-Up," Prairie Mod: The Art of Living in the Modern World, http://www.prairiemod.com/prairiemod/2009/06/wright-like-2009-wrapup.html).

After his success with the Jacobs House, Wright began experimenting with more complex floor plans based on geometric grids like triangles, hexagons, parallelograms, and circles. By using different shapes to create floor plans, Wright was able to move further away from the box-like forms of American architecture that he despised. The Hanna House located in Palo Alto, California, constructed in 1936 was Wright's first residential design that deviated from his simplistic modular designs (see Figure 34). Using the hexagonal grid, Wright was able to design a house that not only met the Hanna family's needs, but meshed with his principles of Usonian architecture. Aside from the hexagonal floor plan, the design features of the Hanna House were consistent with Wright's philosophy of Usonian architecture, including a low-pitched roof with over hanging eaves, window walls overlooking natural vistas, built-in furniture, prominent fireplace, and the separation of private and public spaces. Additionally, although the interior floor plan of the Hanna House features an inscribed grid plan, it differs from the Jacobs House because of its honeycomb pattern.[62]

[62] Sergeant, 32.

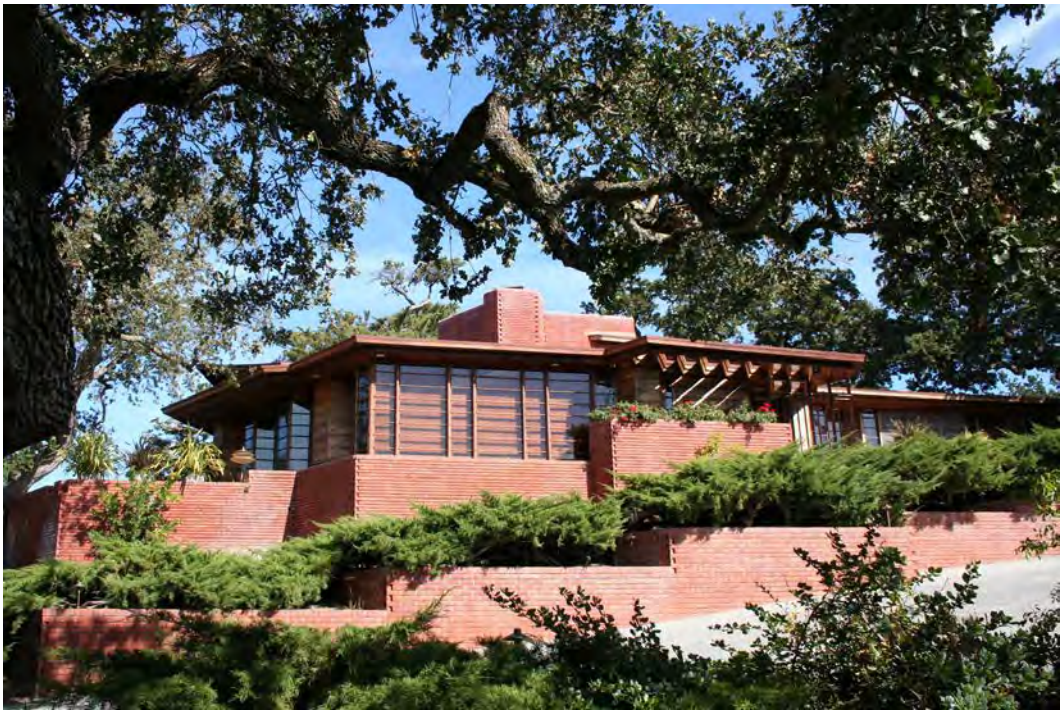

Figure 34. Hanna House, Palo Alto, California ("101 South: Palo Alto, Hanna House," Weekend Adventures Update, http://weekendadventuresupdate.blogspot.com/2010/05/101-south-palo-alto-hanna-house.html).

In the 1930s Wright established an apprenticeship program known as the Taliesin Fellowship. The Fellowship was created to provide individuals with the opportunity to prepare conceptual, technical drawings and scale models; write specifications; draft renderings; and supervise construction sites. A number of apprentices went on to have successful careers after leaving Taliesin, and they often emulated the forms and styles that Wright developed throughout his career. Based on available research and information provided by the Olfelts, Knudson was the only apprentice involved with the construction of the Olfelt House.[63] Although there is not much information regarding Knudson's relationship with Wright, they did work together on the Grady Gammage Memorial Auditorium in Tempe, Arizona.[64] Knudson had a Ph.D. in physics from the University of Chicago and published two seminal books: "Architectural Acoustics" in 1932 and "Acoustical Designing in Architecture" with Cyril M. Harris in 1950.

The success of Usonian architecture through the 1930s and 1940s demonstrated that Wright could design artistic houses that were affordable and functional. Through the years, the philosophy of Usonian architecture remained unchanged; however, as Wright's designs evolved certain design elements became more consistent and were considered to be character-defining features. Usonian houses were designed to meet an individual family's needs; however, the topography of a site played an important role in the overall design, location, and orientation of a house. Houses typically featured low-pitched roofs with wide overhanging eaves and were constructed of natural materials. Geometric planning grids were

[63] Olfelt, 68.

[64] Olfelt, 68; Joseph M. Siry, "Wright's Baghdad Opera House and Gammage Auditorium: In Search of Regional Modernity," in *The Art Bulletin* 87, no. 2 (June 2005): n.p.

used to create floor plans that divide houses into distinct zones or areas based on function. Usonian houses featured a masonry core that housed the kitchen and separated the active areas, such as the living room and dining room, from quiet areas like the bedrooms and bathroom. These houses typically rested on concrete slabs that were scored to reflect the planning grid, and although Usonian houses were small, built-in furniture and open floor plans created a sense of spaciousness. In addition, the absence of standardized features such as attics, garages, basements, gutters, and down spouts serves as a hallmark of Usonian architecture.

Evaluation

The Helen and Paul Olfelt House was evaluated under *Criterion C: Architecture* as an intact example of Frank Lloyd Wright's Usonian architecture. By working directly with Wright, the Olfelts designed a house that complemented the family's lifestyle and embodied his philosophy of Usonian architecture. The house displays a number of character-defining features associated with Usonian architecture, such as a low-pitched roof with wide over hanging eaves, geometric floor plan integrated into an earthen berm, brick construction, window walls and bands of windows overlooking a scenic view, and a carport. The interior also displays a number of character-defining features including a zoned floor plan, unified active spaces, sandwich walls, prominent fireplace, built-in furniture, and radiant heating. In addition, the interior retains a collection of furniture that Wright designed specifically for the space.

The Olfelt family has lived in the home since construction was completed in 1960. Aside from minor modifications such as replaced countertops and the addition of plexi-glass to some windows, it remains intact. Thus, the house retains a high degree of integrity and is an excellent example of one of Wright's later Usonian houses. It has sufficient architectural interest to qualify as eligible under *Criterion C*. Although the house was designed by Frank Lloyd Wright, it does not represent the work of a master under *Criterion C* when compared with other National Register-listed and National Historic Landmarks designed by Wright, such as Fallingwater, Wingspread, Taliesin, and Taliesin West. However, it is significant as an outstanding and highly intact example of Wright's Usonian architecture.

Recommendation

The Helen and Paul Olfelt House is recommended eligible for the National Register under *Criterion C: Architecture* as an intact example of Frank Lloyd Wright's Usonian architecture.

4.2 Minneapolis West Residential Survey Zone

A total of 21 properties were surveyed in the Minneapolis West Residential survey zone (see Appendix C for the complete list of these properties). Of these properties, two warranted Phase II evaluation. One property is recommended eligible and one property is recommended not eligible for the National Register. Table 2 presents the details of the Phase II properties in the Minneapolis West Residential survey zone. The Phase II evaluation is presented in this section.

Table 2. Phase II Property Details, Minneapolis West Residential Survey Zone

Property Name (historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
Prudential Insurance Company of America, North Central Home Office	3701 Wayzata Boulevard, Minneapolis	HE-MPC-6643	Recommended eligible	FR
United Bearing Company Building	1031 Madeira Avenue, Minneapolis	HE-MPC-16691	Recommended not eligible	FR

Figure 7 shows the location of the Phase II property located in the Minneapolis West Residential survey zone that is recommended eligible for listing in the National Register.

4.2.1 Prudential Insurance Company of America, North Central Home Office

MnSHPO Inventory Number: HE-MPC-6643
Address: 3701 Wayzata Boulevard
City/Township: Minneapolis

Description

The Prudential Insurance Company of America (Prudential) North Central Home Office (NCHO) was constructed in 1954-55 on a scenic 30-acre site that was part of Minneapolis's Theodore Wirth Park. The building fronts South Wayzata Boulevard and I-394 to the north and overlooks Brownie Lake to the southeast. Surrounding land use is primarily residential, and downtown Minneapolis is approximately four miles to the east.

The steel-frame NCHO building was designed in the Modern style by the established Minneapolis architectural firm of Magney, Tusler and Setter. It occupies two acres and consists of a ten-story central tower, eight-story north wing, four-story south and west wings, and two-story triangular auditorium annex at the building's northeast corner (see Figure 35). The tower and auditorium are faced with pink granite and are mostly windowless apart from an off-center column of triplet square windows on the east side of the tower and three ground-level picture windows on the southeast wall of the auditorium (these east-facing windows provide views of Brownie Lake). The wings are clad in local Mankato Kasota limestone and fenestrated with a gridded array of slightly projecting square windows.[65] Additionally, a band of windows encircles the top floor of the north wing. Originally, the Prudential name and a sculptural relief of the Rock of Gibraltar adorned the north wing above the main entrance. Both were removed when Prudential vacated the building in the 1990s, and the space now features the logo of the Target Corporation (Target), the current owners and occupants of the building.

[65] Larry Millett, *AIA Guide to the Twin Cities* (St. Paul, Minn.: Minnesota Historical Society Press, 2007), 285-86; Barbara Flanagan, "Prudential to Show Off New Home," *Minneapolis Sunday Tribune*, 19 June 1955.

Figure 35. Prudential NCHO, ten-story tower, eight-story north wing, and four-story west wing, view facing southeast.

The two main entrances to the building are located on the front facade (see Figure 36). A large flat roof portico supported by a series of square granite posts shelters the entrances, which include glass doors flanked by fixed windows and transoms. The westernmost main entrance has two sets of glass doors flanked by fixed windows and transoms and opens into the building's main lobby. Immediately to the east is the other main entrance, which has one set of glass doors flanked by fixed windows and transoms and opens to the lobby of the auditorium. This allows for access to/from the auditorium without having to access the building's main lobby. A large planter is located within the portico with a cut-out in the roof directly above to allow for sunlight. A secondary employee entrance is located on the south wing, beneath a flat roof portico. The rear of the south wing also includes a series of overhead doors.

Figure 36. Prudential NCHO, main entrance on eight-story wing and auditorium annex, view facing southwest.

Parking areas include a small lot near the main entrances, a much larger lot spanning the area south of the building, and a three-story parking ramp that was added to the west wing in the early 1990s (see Figure 37). The ramp is clad in a material that is similar to the original pink granite exterior. The south lot was enlarged at some point, which resulted in the removal of two softball diamonds constructed on the property in 1955 for employees' use.

Figure 37. Prudential NCHO, ten-story tower and four-story south wing and parking ramp, view facing north from parking lot.

The NCHO grounds were designed by the notable Minneapolis landscape architecture firm of Morrell and Nichols and featured large grassy areas, various planting areas/beds and planters, two sun terraces, a

horseshoe pit, croquet green, and the aforementioned softball fields.[66] The original landscape design (see Figure 38) is generally extant with a few exceptions, including minor revisions to the planting area in the front driveway, new plantings in the original planter boxes and beds, enlargement of the terrace and related landscaping off the auditorium and cafeteria, and removal of the recreational amenities. The site retains large grassy areas with mature trees and other ornamental plantings at the front and sides of the building. In recent years Target installed benches around the property and paved a walking trail near the lake. Also, two small, modern, mechanical outbuildings are located at the far south end of the large parking lot.

Figure 38. This 1956 aerial view of the Prudential site shows the large grassy areas and tree and ornamental plantings that were included in the original landscape design (Minneapolis Tribune 26 February 1956).

The interior of the building has 293,000 square feet of usable space, and currently accommodates approximately 1,500 employees (about the same number of Prudential employees who originally occupied the building). Generally, the interior space configuration has been maintained. Where changes to the configuration have occurred, they have primarily been partitions of larger spaces into smaller rooms with moveable walls. The large, open office spaces occupying floors two through seven have been partitioned with small offices around the perimeter and cubicles in the center.

[66] Flanagan.

Historically, the building featured such amenities as a health center with a state-of-the-art laboratory and facilities for administering physical exams, library, and recreation room, which are no longer extant. However, many other features and amenities remain. For example, the building's ground and first floor walls are adorned with green marble imported from Italy. On other floors, the elevator lobbies are adorned with gray marble, which was also imported from Italy. Eighth floor executive offices, which were converted to conference rooms by the current owner, feature Rangoon teakwood and American cherry wood paneling. The building also features the original escalators between the ground, first, and second floors, as well as a cafeteria with views of Brownie Lake. It also retains the 500-seat auditorium with direct access from one of the main building entrances, as well as access from other parts of the building. The direct access allows the auditorium to be used for events outside regular business hours.

History

The rapid, widespread suburbanization of America began as the country entered the postwar era. Sprawling residential subdivisions emerged around U.S. cities such as Minneapolis, and the workplace shifted outward from timeworn office towers in crowded, noisy downtowns to freshly built offices on landscaped pastoral acreage. Economic optimism was running high at the time, especially in the minds of corporate leaders. Business entered a period of extraordinary growth, and many large companies decentralized and diversified to improve their services and extend their reach. A trend developed for achieving these objectives centered on a system of custom-made branch offices to respond to the specific needs of assorted regions of the country. With a growing interest in suburbia, many of these specialized offices were located at the urban periphery.[67]

Three corporate office types materialized in postwar suburbs: the corporate campus, the corporate estate, and the office park. Each had a distinct collection and layout of buildings, parking lots, infrastructure, and green spaces. The corporate campus first appeared in the 1940s, and was modeled after the traditional university site plan. It consisted of offices and/or laboratory facilities arranged around a central quadrangle and surrounded by parking. General Mills, Inc. developed a corporate campus in Minnetonka, Minnesota, a suburb of the Twin Cities, beginning in the 1950s. The corporate campus gave rise to the corporate estate in the early 1950s—a single imposing building, typically executed in the Modern style, on an expansive scenic landscape often beside an expressway or other major thoroughfare. It was considered the suburban alternative to the urban skyscraper. The corporate estate had a definite natural, picturesque landscape character that served as a major selling point to new and existing employees. Elements of the corporate estate landscape included a spacious, open park-like setting, sloping or terraced grassy areas, and curvilinear entry drive. The corporate estate building "crowned the hill," offering vistas from all sides of the interior of the structure and serving as a billboard of sorts along a roadway traveled by increasing numbers of cars each day. An example of the corporate estate in suburban Minneapolis is the Prudential NCHO. The third corporate office type, the office park, was devised by the late 1950s to provide a "lower-cost, flexible alternative" to the corporate campus and

[67] Thomas W. Hanchett, "Financing Suburbia: Prudential Insurance and the Post-World War II Transformation of the American City, *Journal of Urban History* 26 (2000): 312; Louise A. Mozingo, *Pastoral Capitalism: A History of Suburban Corporate Landscapes* (Boston: MIT Press, 2011), 2-3, 6-8.

estate. It was basically a corporate subdivision, comprised of an arrangement of lots for a number of office buildings that could be occupied by many businesses.[68]

One company notably at the forefront of postwar corporate office suburbanization was Prudential. Headquartered in Newark, New Jersey, it began opening regional home offices in the late 1940s as part of a new "all-purpose" program that would be capable of serving the needs of every type of borrower in every part of the country. Specifically, branches were established to increase service to policyholders, extend service to people in areas not adequately covered, strengthen the company's relationship with the public, increase investment services, and limit expenses.[69] The first regional branch was the Western Home Office in Los Angeles. The building was a "modern structure of glass and gleaming aluminum contrasting with a concrete windowless block forming the core or center section and housing elevators and utilities…a new home office for a new age."[70] Next, Prudential built their Southwest Home Office outside Houston, a tower set in the middle of nearly 30 acres of "beautiful wood-land."[71] Decentralization and diversification continued into the 1960s wherever the need was demonstrated for a regional center of operations, and most of the new Prudential regional home offices were constructed in suburban areas.[72]

In 1955 Prudential opened its NCHO in suburban Minneapolis. As with many of Prudential's other regional home offices of the period, the NCHO was built in the form of a corporate estate. It consisted of a Modern-style building set on a hilltop of a scenic 30-acre property overlooking Wayzata Boulevard (Old Highway 12) to the north and Brownie Lake to the southeast. The site was part of Theodore Wirth Park, a segment of the Minneapolis Grand Rounds. Prudential was able to acquire the site from the Minneapolis Park Board because it was separated from the majority of Wirth Park by the highway and functioned only as an archery range.

Prudential generated considerable publicity for the new office through public relations efforts, such as brochures (see Figure 39), full-page newspaper articles, and an open house event for the public. The *Minneapolis Morning Tribune* called Prudential's opening of a regional home office in Minneapolis a "harbinger of the golden era ahead for the Upper Midwest," while an editorial in the *Minneapolis Star* headlined, "A Clear, Convincing Sign of Better Years to Come."[73] Prudential previously had a relatively small presence in Minneapolis, so the "good press" served as both an introduction and an endorsement for the company.

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[68] Mozingo, *Pastoral Capitalism*, 12-13; Louise A. Mozingo, "The Corporate Estate in the USA, 1954-64: 'Thoroughly Modern in Concept, But…Down to Earth and Rugged,'" in *Studies in the History of Gardens & Designed Landscapes* 20, no. 1 (2000): 29-32.

[69] Earl Chapin May and Will Oursler, *The Prudential: A Story of Human Security* (Garden City, N.Y.: Doubleday & Company, Inc., 1950), 292, 325.

[70] May and Oursler, 321.

[71] Hanchett, 321.

[72] May and Oursler, 326; Hanchett, 321.

[73] William H. A. Carr, *From Three Cents A Week…The Story of The Prudential Insurance Company of America* (Englewood Cliffs, N.J.: Prentice-Hall, Inc., 1975), 179.

Figure 39. Prudential North Central Home Office Brochure, c.1955 (St. Louis Park Historical Society).

As previously demonstrated with its first regional home offices, Prudential stressed the use of local architects, contractors, and materials. The building was designed by Magney, Tusler and Setter, and Morrell and Nichols developed the landscape plan; both partnerships were well-established, successful Minneapolis architectural firms with extensive bodies of work in the region. Notable Minneapolis buildings designed by the Magney and Tusler firm include the Young Quinlan Department Store (1926), Calhoun Beach Club (1927-28), Foshay Tower (1929), and Minneapolis Central Post Office (1935), all of which have been listed in the National Register. The Foshay Tower was the first skyscraper constructed west of the Mississippi River and until 1971 was the tallest building in Minneapolis.[74] Buildings designed by the firm after adding Setter as a partner in in the early 1940s include Ford Hall (1949) and Peik Hall (1954) on the Minneapolis campus of the University of Minnesota. Morell and Nichols did design work for the University of Minnesota as well, in addition to serving as landscape design consultants for the Minnesota Highway Department and the Minnesota State Parks Department. The firm also designed the site plan for the Capitol Approach in St. Paul (1944). The general contractor for the construction of the Prudential NCHO was Twin Cities builder C. F. Haglin and Sons, and much of the exterior of the building was dressed with Mankato Kasota limestone quarried in the Minnesota River Valley.[75] The new NCHO was undoubtedly impressive, seen to represent the modern sensibilities and forward-thinking bent of Prudential while serving as an appealing, amenity-laden package to potential employees. It typified the corporate estate—modern, expansive, and providing a "job with a view."[76]

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[74] "Foshay Tower," *Minnesota Historical Society*, http://nrhp.mnhs.org/property_overview.cfm?propertyID=27 (accessed 26 April 2012).

[75] Prudential Insurance Company of America, *To serve you better…*, ([Minneapolis]: Prudential Insurance Company, [1955]), n.p.

[76] Mozingo, "The Corporate Estate in the USA," 30.

In addition to preferring outlying sites for its own offices, Prudential played a significant role in growing and defining suburban America. The company embraced suburbia, consciously directing its resources toward new suburban development. As a mortgage lender, Prudential instilled policies that expressly favored new subdivisions over existing urban neighborhoods, and as an owner-developer the company constructed suburban apartment complexes, shopping centers, and office buildings. All told, they ranked as the nation's largest mortgage lender in the postwar period and the largest private owner of income-producing property by the early 1970s.[77] Corporate realignment and cutbacks during the early 1990s resulted in Prudential vacating the property. Target Corporation's Financial and Retail Services Office purchased the building in 1994 and continues to occupy the building.

Evaluation

The Prudential NCHO was evaluated for the National Register under *Criterion C: Architecture* as an example of a mid-century corporate estate. A corporate trend developed early in the postwar era wherein many large companies migrated out of cities to establish offices in suburban America. New corporate offices typically took one of three forms: the corporate campus, the corporate estate, or the office park. The corporate estate represented the suburban alternative to the urban skyscraper, and consisted of a single imposing structure within an expansive scenic landscape. It was characteristically employed by companies, such as Prudential, to invoke an image of prestige and as a public relations tool.

The NCHO clearly exhibits the defining qualities of the corporate estate property type: a Modern-style building overlooking a spacious and pristine park-like site located alongside a busy thoroughfare. For Prudential and other companies that adopted the corporate estate suburban office type, the building was used as a billboard and, combined with the landscape elements, represented a new forward-thinking corporate function and philosophy in a rapidly expanding and evolving postwar economy. Sparing no expense, Prudential commissioned notable Minneapolis architects for the design of the NCHO—Magney, Tusler and Setter for the building and Morrell and Nichols for the landscape—and featured local specialty materials.

The NCHO possesses a high level of integrity in its design as a corporate estate. The building's current exterior appearance is, by and large, identical to its appearance when its doors first opened in 1955. Apart from a modern parking ramp addition (not visible from the front of the building) and the removal of original Prudential signage, character-defining exterior features of the building are wholly intact, namely the original windows and specialty cladding materials. The building also retains many of the interior features and amenities, and the interior space configuration has been minimally modified over time. Ultimately, the essential aspects of the original design, materials, and workmanship remain, and the parking garage addition does not substantially minimize integrity. In addition, primary characteristics of the NCHO's chosen location and setting, namely its high visibility from the expressway and lakefront scenery, are unchanged. The minor landscape changes made by Target Corporation have not substantially altered the overall design of the landscape. Altogether, the NCHO maintains a conformation and authenticity that qualifies it as an excellent example of a postwar suburban corporate estate.

[77] Hanchett, 312-323.

The NCHO was also evaluated for the National Register under *Criterion A: Commerce.* Research did not indicate that it has a significant association with the corporate history of Prudential or within a local postwar insurance industry context.

Recommendation
The Prudential NCHO is recommended eligible for the National Register under *Criterion C: Architecture* as an excellent example of a postwar suburban corporate estate retaining a high level of integrity.

4.2.2 United Bearing Company Warehouse

MnSHPO Inventory Number: HE-MPC-16691
Address: 1031 Madeira Avenue
City/Township: Minneapolis

Description
The former United Bearing Company (UBC) warehouse is located at 1031 Madeira Avenue, just southwest of I-394 and Penn Avenue, in Minneapolis. The building was constructed in 1962 in the Modern style as a warehouse, sales, and shipping center.[78] The main facade of the building faces northwest and fronts Madeira Avenue (see Figure 40). A steep slope to the rear leads to the BNSF railroad line and Cedar Lake LRT Regional bicycle trail.

Figure 40. Orientation of the warehouse to Madeira Avenue, northeast (side) and northwest (front) elevations, view facing southwest.

The UBC warehouse is one story with a square plan. It rests on a 12-inch concrete block foundation laid in a running bond, as seen at the north corner of the building (Figure 41). The building measures 200 feet by 200 feet and is approximately 25-feet tall.[79] All elevations are comprised of 12-inch by 8-inch by 16-inch concrete blocks laid in a stacked bond and painted.[80] The walls are broken by vertical, poured

[78] Permit No. B-378749, City of Minneapolis Development Review Department, Minneapolis.

[79] Edward Baker Architects, "Building for L.A. Hodroff – Sheet 2. Floor Plans," architectural plans for 1031 Madeira Avenue, available at the Northwest Architecture Archives, University of Minnesota, Minneapolis.

[80] Edward Baker Architects, "Building for L.A. Hodroff – Sheet 3. Elevations."

concrete pilasters, some with 4-inch square aluminum downspouts at the center (see Figure 42). One of the few decorative details is the dentil course encircling the building below the roofline (see Figure 43).

Figure 41. Northeast (side) elevation of the warehouse showing the original wall and docking bay, downspout, and foundation, view facing south.

Figure 42. Concrete pilaster and aluminum downspout on southwest (side) elevation of the warehouse, view facing east.

Figure 43. Detail of concrete dentil work that encircles the warehouse, view facing southeast.

The primary entrance is centered on the front (northwest) facade of the warehouse. In the original building plans, the entry was at grade. However, at an unknown time the grade in front of the building was altered, requiring the addition of three concrete steps leading to the entry. The entry features a flat concrete roof that extends out 4 feet, vertical red brick pilasters set in a stacked bond, and original aluminum-frame doors (see Figure 44).[81] There are two additional entrances into the building: one located on the southwest (side) elevation featuring two aluminum-frame doors (see Figure 45), and one located on the southeast (rear) elevation featuring a single aluminum door (see Figure 46). Both of the secondary entrances were added at an unknown date.

Figure 44. Primary entry of the warehouse on the northwest (front) façade, view facing southeast.

[81] Edward Baker Architects, "Building for L.A. Hodroff – Sheet 3. Elevations," and "Building for L.A. Hodroff – Sheet 4. Wall Section."

Figure 45. Southwest (side) elevation of the warehouse, view facing southeast.

Figure 46. Southeast (rear) elevation of the warehouse, view facing northwest.

Windows on the northwest, northeast, and southwest elevations are original aluminum-sash, fixed-over-hopper windows, with original aluminum-sash, fixed-frame storm windows. Additionally, these elevations have original fixed-frame aluminum-sash clerestory windows that extend along the roofline. Windows on the southeast (rear) elevation are single-light, fixed-frame, aluminum-sash. There are no clerestory windows on the southwest elevation.

The defining feature of the UBC warehouse is its hyperbolic paraboloid thin-shell concrete roof with 16 pyramidal peaks set 50 feet apart in a four-by-four grid (see Figures 47 and 48). This roof type and form, popular during 1960s and 1970s, allowed for greater clear span between supports, in turn providing more flexibility and usable interior floor space. The built-up roof structure consists of 8-inch reinforced, cast-in-

place concrete, one inch of rigid insulation, and four layers of felt paper and asphalt sheeting. Valleys in the roof form are supported by 8-inch-wide prestressed concrete beams.[82] Alterations to the roof structure are likely numerous as the former owner of the building indicated the roof had many leaks and was repaired often.[83]

Figure 47. 2008 aerial photograph of 1031 Madeira Avenue showing the 16 pyramidal roof structures and area of recently removed additions (Microsoft Bing Maps).

Figure 48. Northeast (side) and southeast (rear) elevations of the warehouse showing pyramidal roof structure, view facing northwest.

[82] Edward Baker Architects, "Building for L.A. Hodroff – Sheet 4. Wall Section."

[83] Jake M. Garber, telephone interview by Mead & Hunt, April 5, 2012.

According to the original building plans, the interior was largely open space, interrupted by a single, reinforced concrete column every 50 feet. A small entry vestibule featuring a glass display case (extant) opened into a general office and sales room. Management offices were located to the west of the sales room. Additional rooms along the northeast side of the building included a storage room, filing room, restroom, lunchroom, and shipping and packaging room.[84] A mezzanine above the offices was used for additional storage space.[85] The current interior configuration and finishes are unknown.

Additions were added to the northeast (side) elevation, creating an irregular foot print. In 1979 a rectangular addition was added to the original northeastern wall. The addition was one story with a flat roof, and connected to the original, single-bay loading dock located along this elevation.[86] In 1986 the addition was expanded to the east with a 20,736-square-foot rectangular-plan, flat-roof building.[87] Both additions and the original 1962 loading dock were razed in 2007, and the current building footprint is similar to its original 1962 footprint (see Figure 49).[88]

Figure 49. Original loading dock entrance into the warehouse, which projected from the northeast (side) elevation, view facing west.

[84] Edward Baker Architects, "Building for L.A. Hodroff – Sheet 2. Floor Plans" and "Building for L.A. Hodroff – Framing Plan."

[85] Garber, telephone interview by Mead & Hunt, Inc.

[86] Permit No. B482567, City of Minneapolis Development Review Department.

[87] Permit No. B543811, City of Minneapolis Development Review Department.

[88] The original loading dock was a single story, with concrete block elevations, and an overhead door that fronted Madeira Avenue. An entry door was located to the west of the overhead door to provide access into the bay. Edward Baker Architects, "Building for L.A. Hodroff – Sheet 3. Elevations"; City of Minneapolis Property Information – Inspection Permits Detail, "Remodeling Permit," Permit No. 3050872, permit information available online at http://www.ci.minneapolis.mn.us/propertyinfo/ (accessed 23 March 2012).

History

Jake M. Garber established UBC in Minneapolis in 1945 after serving in the Navy during World War II. Immediate success and subsequent growth forced the business to move operations in 1962 from a fourplex and warehouse space on 3rd Avenue rented by Garber into a new warehouse on Madeira Avenue built specifically for the company. Except for a request for "the fewest posts inside," Garber had little input into the building's design, which was headed by the Minneapolis architectural firm of Edward F. Baker & Associates (Baker).[89]

The highlight of the UBC warehouse's otherwise straightforward architectural design is its hyperbolic paraboloid, thin-shell, concrete roof. Thin-shell concrete construction was developed in the early twentieth century and the hyperbolic paraboloid form, in particular, was used extensively because of its proven structural value. The advantages of thin-shell concrete roofs are inherent in their design, wherein each material is used how and where it performs most effectively. Concrete, steel reinforcing, and geometry are combined to create a structure of minimal thickness that can withstand both compression and tension and span large distances as a result (much like a bridge). As such, Baker likely chose this roof type and form, as many other architects and structural engineers did, for two reasons: economy of material and to maximize usable, unobstructed interior floor space. The use of thin-shell concrete for roof structures was fairly commonplace in the building industry during the 1960s and 1970s for industrial, commercial, and public buildings, and other structures that demanded large unobstructed spaces. A significant population of these structures from these decades remains in the U.S.[90]

The continued success of UBC led Garber to enlarge the warehouse in the 1970s and again in the 1980s (he also owned International Devices, Inc., an importer and wholesaler of Canadian automotive parts, and operated the business out of the Madeira warehouse from 1964 to 1976). UBC had additional offices in Los Angeles and Grape Vine, Texas. In the 1990s Bruce Garber, Jake's son, attained sole ownership of UBC and consolidated the company's offices into one Texas location. By 1998 the Madeira Avenue warehouse was vacated. The following year the building was sold to Palm Equipment & Supplies, who eventually removed the additions and an original docking bay. In recent years the property was acquired by Joffee MediCenter, an adjacent business. The building is currently unoccupied.[91]

Evaluation

The former UBC warehouse was evaluated for the National Register under *Criterion C: Architecture* as an example of the use of thin-shell concrete in roof design. Thin-shell concrete has been used for roof structures for more than a century. Its engineering advantages were well known, and it became

[89] Garber, telephone interview by Mead & Hunt, Inc.

[90] John R. Mellett, "52 Concrete Umbrellas Roof a Warehouse," *Concrete Construction* (October 1962): n.p.; Thomas E. Boothby, M. Kevin Parfitt, and Charlene K. Roise, "Case Studies in Diagnosis and Repair of Historic Thin-Shell Concrete Structures," *APT Bulletin* 36, no. 2/3 (2005): 3; Thomas E. Boothby and Charlene K. Roise, "Soaring or Crashing? The Challenges of Preserving Thin-Shell Concrete Structures," in *Preserving the Recent Past II* (Washington D.C.: Historic Preservation Education Foundation, 2009).

[91] Garber, telephone interview by Mead & Hunt, Inc.

especially popular during the 1960s and 1970s for buildings that demanded large unobstructed spaces, such as warehouses. First impressions are that the warehouse's roof is unique, but in fact the applied geometric form—the hyperbolic paraboloid—was used extensively to create thin-shell concrete roof forms. The UBC warehouse, therefore, does not possess distinctive characteristics that would qualify it as a significant example of a type, period, or method of construction.

The warehouse was also evaluated for the National Register under *Criterion A: Commerce*. Research did not reveal a direct relationship between UBC's use of this property and any significant events or themes within the context of commercial parts distribution or postwar commercial development in Minneapolis.

Recommendation
The former UBC warehouse is recommended not eligible for the National Register under *Criterion C: Architecture* and *Criterion A: Commerce*.

4.3 Minneapolis, Northfield & Southern Survey Zone

A total of four properties were surveyed in the Minneapolis, Northfield & Southern survey zone (see Appendix D for the complete list of these properties). Of these properties, none warranted Phase II evaluation and none were listed, previously determined eligible, or recommended as eligible for the National Register. The National Register Multiple Property Document *Railroads in Minnesota, 1862-1956* was used to evaluate the potential significance of these resources.

4.4 Great Northern Railroad Survey Zone

No properties were surveyed in the Great Northern survey zone; however, the railroad corridor itself was reviewed to determine if the portion within the APE retains integrity and may be considered eligible along with the portion of the corridor evaluated in Volume Three of the *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project Final Report.*

4.4.1 Great Northern Railroad Corridor

MnSHPO Inventory Number: HE-SLC-1092
Address: St. Louis Park
City/Township: St. Louis Park

The portion of the Great Northern Railroad Corridor in the supplemental APE extends southwest from a point south of the Penn Avenue overpass at I-394 in Minneapolis to just east of the intersection with the MN&S line near Nelson Park in St. Louis Park.[92] The c.1880 corridor serves as the Great Northern main line. The portion in Minneapolis (HE-MPC-16387) was surveyed and recommended eligible as part of the previous survey effort (see Figure 50). The complete Phase II Evaluation is included in Volume Three of *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project Final*

[92] The MN&S bridge spanning the Great Northern Railroad Corridor is located outside the supplemental APE and it was not evaluated for this project.

Report. The portion in St. Louis Park (HE-SLC-1092) was evaluated as part of this survey and evaluation of the supplemental APE.

The corridor within St. Louis Park is similar in appearance to the National Register-eligible portion located in Minneapolis. It is a single track with steel rails, wood ties, and a crushed rock bed (see Figure 51). A siding is present east of Trunk Highway 100 and other sidings may have been present at one time. The line is still in use, carrying the Burlington Northern Santa Fe (BNSF). The former Minneapolis and St. Louis Railroad (M&StL) corridor parallels the Great Northern Railroad east of the proposed Penn Station location. Within Minneapolis and St. Louis Park, portions of the Great Northern and M&StL have been converted into the Cedar Lake LRT Regional Trail, which is separated from the railroad corridor by a chain-link fence.

Following the guidelines in the National Register Multiple Property Document *Railroads in Minnesota, 1862-1956,* the portion of the Great Northern Railroad in the supplemental APE is also eligible for the National Register. Along with the portion in Minneapolis, the railroad corridor meets registration requirement number 2:

> A railroad corridor historic district provided transportation between a significant class of resource…and an important transfer point of terminal market for commodities, products, or services. Furthermore, the railroad corridor historic district established a railroad connection that did not previously exist or serve as the dominant transportation corridor, and establishment of the connection was followed by a significant expansion of an industrial, commercial, or agricultural practice.[93]

Historic-age bridges spanning the corridor in the supplemental APE include:

- Cedar Lake Parkway Bridge (HE-MPC-01819), considered noncontributing within the National Register-eligible Grand Rounds Historic District

- Trunk Highway 100 Bridge, previously determined not eligible

[93] Andrew J. Schmidt, Andrea C. Vermeer and Betsey H. Bradley, *Railroads in Minnesota 1862-1956 National Register Multiple Property Document*, F-195.

Figure 50. Portion of the Great Northern line in Minneapolis, view from Cedar Lake Road South pedestrian bridge over the corridor, view facing west to Highway 100.

Figure 51. Great Northern Railroad Corridor in St. Louis Park, view facing east toward Highway 100 bridge.

5. Recommendations

Mead & Hunt conducted a Phase II Evaluation of five historic-age properties within the supplemental APE. Of those evaluations, two are recommended eligible and three are recommended not eligible. See Table 3 for additional information. In addition, the Grand Rounds Historic District is included in the APE, as well as three contributing resources within the district.

Mead & Hunt also reviewed the portion of the National Register-eligible Great Northern Railroad corridor in the supplemental APE to confirm that it retains the same degree of integrity as the portion located in the previous project APE. As such, the portion of the Great Northern Railroad corridor within the supplemental APE is also recommended eligible as a part of the St. Paul, Minneapolis and Manitoba/Great Northern Main Line Railroad Corridor Historic District, which was previously identified in Volume Three.

Eligible and listed properties within the APE will be assed for potential effects.

Table 3. Property Information, Phase II Properties Within the Supplemental APE

Property Name (historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
Helen and Paul Olfelt House	2206 Parklands Lane, St. Louis Park	HE-SLC-0010	Recommended eligible	FR
St. Louis Park High School	6425 33rd Street West, St. Louis Park	HE-SLC-0601	Recommended not eligible	FR
Walker Building	6518-6524 Walker Street, St. Louis Park	HE-SLC-602	Recommended not eligible	FR
Prudential Insurance Company of America, North Central Home Office	3701 Wayzata Boulevard, Minneapolis	HE-MPC-6643	Recommended eligible	FR
United Bearing Company Building	1031 Madeira Avenue, Minneapolis	HE-MPC-16691	Recommended not eligible	A and FR
Great Northern Railroad Corridor	St. Louis Park	HE-SLC-1092	Recommended eligible	FR

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Appendix A. ***Southwest Transitway: A Research Design for Cultural Resources*** **by Hess, Roise and Company, Archeological Research Services, and HDR Engineering (February 12, 2010, updated March 16, 2010, and April 2, 2010)**

Southwest Transitway:
A Research Design for Cultural Resources
12 February 2010, updated 16 March 2010, 2 April 2010

Prepared by
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Christina Harrison, Archaeological Research Services
Mike Justin, Mike Madson, and Joe Trnka, HDR Engineering

INTRODUCTION

The Hennepin County Regional Rail Authority is proposing to construct the Southwest Light Rail Transit (SWLRT) facility, linking the Intermodal Station in downtown Minneapolis with the central business area in suburban Eden Prairie. The line is located within the cities of Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie.

The Federal Transit Administration (FTA) has determined that the proposed project is an undertaking as defined by the National Historic Preservation Act (NHPA) and is subject to the provisions of Section 106 of the NHPA. Section 106 requires that federal agencies take historic properties into account as part of project planning. The Cultural Resources Unit (CRU) of the Minnesota Department of Transportation (MnDOT) is acting on behalf of FTA for many aspects of the Section 106 review process for SWLRT. The FTA has also determined that the SWLRT is subject to the National Environmental Policy Act (NEPA) and a Draft Environmental Impact Statement (DEIS) is being prepared by Hennepin County under the direction of the FTA.

Through the NEPA scoping process, four build alternatives were identified. To streamline subsequent analysis, these alternatives were divided into five segments. The following table, which was included in the draft "Southwest LRT Technical Memorandum No. 9: Environmental Evaluation" (September 9, 2009), outlines the segments that are associated with each of the alternatives:

Alternative	*Segments*
LRT 1A	1, 4, A
LRT 3A	3, 4, A
LRT 3C-1 (Nicollet Mall)	3, 4, C-1 (Nicollet Mall)
LRT 3C-2 (11th/12th Street)	3,4, C-2 (11th-12th Streets), C-2A (Blaisdell Avenue), C-2B (1st Avenue)

Segment 1 extends northeast from a station in Eden Prairie at TH 5 along a former rail corridor owned by the Hennepin County Railroad Authority (HCRRA) to a station at Shady Oak Road, on the border between Minnetonka and Hopkins.

Segment 3 creates a new corridor, running east from a station at Mitchell Road in Eden Prairie and turning northerly to terminate at the Shady Oak Station.

Segment 4 follows an existing rail corridor east-northeasterly from the Shady Oak Station through Hopkins and Saint Louis Park to the West Lake Station in Minneapolis, near that city's western border.

Segment A continues northeast from the West Lake Station, mostly using an existing rail corridor, to the Intermodal Station on the western edge of downtown Minneapolis.

Segment C also begins at the West Lake Station, traveling east along a former rail corridor (now the Midtown Greenway), north along one of several alternative courses under and on city streets, to and through downtown Minneapolis, and ultimately ending at the Intermodal Station or South Fourth Street. (For the purpose of this cultural resources assessment, all of the "C" variations will be considered as a single group.)

It should be noted that the above segments overlap at three points: the Shady Oak Station, the West Lake Station, and the Royalston/Intermodal Stations. When the results of the cultural resource surveys are sorted by segment, there will be redundancy in the findings at these three points. This redundancy is inevitable if the effects of each segment are to be analyzed. When a single alternative is selected, it will be necessary to eliminate duplicated properties to obtain an accurate representation of the effects of that alternative.

PROPOSED METHODOLOGY FOR ARCHAEOLOGICAL RESOURCES SURVEY

Christina Harrison, Archaeological Research Services
Mike Justin and Mike Madsen, HDR Engineering

This work plan outlines a program to identify archaeological properties which meet the criteria of the National Register of Historic Places in the project's area of potential effect (APE), to be used in assessing potential effects to those properties. Three primary tasks comprise the work plan. First, in order to provide a uniform assessment of available data across the five project segments discussed in the DEIS, the project team will prepare a report (by project segment within a broad APE) to include: results of the literature search, an archaeological probability assessment, and a field survey strategy (Task 1). It is expected that a limited amount of field investigation/sampling may occur as part of this task depending upon the weather. Second, an archaeological inventory/evaluation of the selected alternative will be completed, using a refined APE based on proposed construction (Task 2). Finally, a report of the field investigations of the selected alternative and an assessment of effects will be prepared (Task 3).

Task 1 will involve archaeologists from both HDR and ARS. Support will be provided, as needed, by Hess Roise research staff as well as by geomorphologists and other paleoenvironmental experts provided by HDR. Division of responsibilities will partly depend on what survey needs are identified by the background research, but primary responsibility for precontact and contact period archaeology will rest with Christina Harrison (ARS) and Michael Justin (HDR), and for historic archaeology with Michael Madson (HDR). The personnel for Tasks 2 and 3 are pending.

The survey will be conducted in accordance with all federal, state, and local requirements, including the Minnesota Field Archaeology Act and the Minnesota Private Cemeteries Act.

Area of Potential Effect (APE)

The APE for archaeological resources is generally defined as the anticipated limits of construction activities. At this stage in the project development, factors influencing those limits have not yet been fully identified. The APE, starting with a broad area at first, will be refined as the engineering design advances.

For Task 1, the APE for the literature search and probability assessment will be based, as appropriate, on the project limits as defined in the project engineering drawings used to prepare the DEIS. This will include the full width of existing railroad right-of-way corridors as well as the area within 100 feet on either side of the current engineering alignments. The APE near station areas also includes any undeveloped and/or vacant property within 500 feet that could potentially be utilized for construction/development activities. Depending on the station location, these may include open, green spaces (particularly in suburban areas) and paved parking lots (particularly in urban areas).

If the literature search/probability assessment identifies potentially significant historic features or high probability areas immediately adjacent to the above-referenced APE parameters, and if the significance of potential sites in these areas is expected to relate to National Register criteria A, B, and/or C, the APE for the field strategy for the Phase I-II survey may be adjusted to include these locations.

During Task 2, the APE will be reviewed in light of more detailed engineering plans. Throughout the design phase of the project, the adequacy of the APE will be periodically evaluated and expanded or retracted as necessary as project elements are added or modified. The survey report specified in Task 3 will provide a clear delineation of the surveyed APE, including all additions, so that the adequacy of survey efforts can be readily determined when project changes are proposed.

It should be noted that, generally, the APE for archaeological resources is a smaller area located within the APE for history/architecture resources.

Task 1. Report of Archival Review/Site Probability/Field Strategy

This task will uniformly represent the readily available information across the five project segments discussed in the DEIS. In general the report will be a desktop analysis of existing archaeological research data supplemented by a discussion of probability for previously unidentified archaeological properties. Field inspections may be utilized to confirm existing conditions, particularly to inform the discussion on field survey strategies.

The desktop analysis will utilize documents on file at the State Historic Preservation Office (SHPO) and the Office of the State Archaeologist (OSA). Historic maps and aerial photographs, local histories, and other archival information on file at the Minnesota Historical Society, the Borchert Map Library (at the University of Minnesota), and local libraries and historical societies may also be reviewed.

The task will review:

- archaeological survey reports on file at SHPO, OSA and other repositories in order to establish what segments of the project routes have already been inventoried according to current standards;
- known archaeological sites and/or (if applicable) recommendations/confirmations of NRHP eligibility;
- relevant USGS topographic maps and soil surveys as well as any Mn/Model information and other environmental and paleoenvironmental data pertinent to the assessment of pre-contact archaeological site probability, including land use histories;
- Historic maps and aerial photographs to identify localities with historic-period archaeological site potential.

A preliminary field review will be conducted. The survey team will document visible indications of topographic and hydrological features as well as past and current land use with concomitant loss of soil integrity. The information from field observations will be combined with the data gathered during the archival review to propose archaeological site probability along the five segments.

Pre-contact and historic-period contexts will be briefly reviewed, with a focus to inform the discussion of site types and assessment of probability. The probability assessment will be organized by the five project segments (1, 3, 4, A, and C). For each of the five segments the report will include:

- a general description of the APE;
- a discussion of previous surveys and previously identified sites;
- a discussion of historic site types and the associated conditions that may indicate a historic property;
- a discussion of archaeological probability (for pre-contact/contact period and historic-period), and;
- a survey strategy and methods, including specific places targeted for field investigation.

The survey strategy for precontact and contact period evidence will be guided by Native American and early Euro-American settlement and land use patterns identified by previous archaeological investigations in the vicinity including, for example, the 1992-1994 city-wide cultural resource survey of Eden Prairie, the corridor surveys conducted for Trunk Highway 212 and Trunk Highway 12, and a number of smaller scale compliance surveys conducted within the Nine Mile, Minnehaha and Purgatory Creek watersheds.

The results of Task 1 will be summarized in the DEIS.

Task 2. Inventory/Evaluation (Phase I-II) Survey

For the Inventory/Evaluation survey, the APE will be refined to reflect the updated engineering design. That refined APE will be surveyed in a manner consistent with the recommendations presented in the Task 1 report. Field methods outlined in the Minnesota SHPO and MnDOT CRU guidelines will be generally followed; any exception, as well as more detail specific to the existing conditions along each segment, will have been documented in the Task 1 report.

In the case of precontact/contact period Native American evidence, the field sampling will involve standard methods for identification and the preliminary assessment of horizontal and vertical site dimensions, integrity, and National Register potential. In addition, the survey may utilize targeted geomorphological testing and analysis in areas likely to feature deeply buried archaeological evidence.

Artifacts will be collected and analyzed in a manner consistent with contemporary standards. Artifacts from private property will be collected with written permission of the landowner. Historic period artifacts will only be collected if they appear to represent a potentially significant archaeological property.

Archaeological sites determined to have National Register potential will then require more comprehensive Phase II formal testing. As the Phase I review more than likely will have identified a wide range of site types associated with highly varied environmental settings and precontact to historic period contexts, the scope, research questions, field and analytic needs will be more appropriately defined at that stage of the investigation.

Task 3. Analysis and Reporting

A technical report of the Phase I and Phase II investigations, including the methodology, field work results, and recommendations, will be prepared in accordance with the guidelines of MnDOT's CRU, the Secretary of the Interior's Standards for Identification and Evaluation, and other applicable state and federal guidelines. This includes submittal of Geographic Information Systems (GIS) data per the CRU guidelines. All sites documented during the survey will be recorded on new or updated Minnesota Archaeological Site Forms.

Collected artifacts will be processed and analyzed in compliance with the survey guidelines of the SHPO and the Mn/DOT CRU. Artifacts will be curated at an approved facility as stipulated in the consultant's archaeology license.

PROPOSED METHODOLOGY FOR HISTORY/ARCHITECURE RESOURCES SURVEY

Charlene Roise, Hess, Roise and Company

Area of Potential Effect (APE)

Generally, the APE for history/architecture resources extends 300 feet on either side of the centerline of the alignment of each corridor. Around each station, the APE includes property within a quarter-mile radius. This area addresses anticipated project-related infrastructure work and reasonably foreseeable development.

The APE is illustrated in maps of the five project segments. Exceptions to the parameters outlined above include the following:

- The APE for the Intermodal Station (in segments A and C) includes all property within the boundaries adopted for the "Downtown Minneapolis Transit Hub" Environmental Screening Report (October 28, 2009 review draft) prepared for Hennepin County by Kimley-Horn and Associates. The area shown in the report is extended northeast of Washington Avenue to and across the Mississippi River to include the first tier of properties on Nicollet Island, to provide adequate APE coverage for the three-block potential station area and related developments such as rail storage yards. This area addresses infrastructure work associated with the SWLRT project as well as cumulative effects related to the development of the Intermodal station. (See below for discussion about splitting responsibility for survey of this area between the SWLRT project and the Intermodal Station project.)

- The APE for the 4th Street, 8th Street, 12th Street, Harmon Place, Hawthorne Avenue, Lyndale, and Uptown Stations (in segment C) includes the adjacent blocks in all directions from the station. This area is proposed for the stations in the more densely-built urban area, in comparison to the larger quarter-mile radius for other stations in outlying areas.

- The APE for the proposed tunnel area under Blaisdell, Nicollet, or First Avenues, including the 28th Street and Franklin Stations (in segment C), extends from one-half block west of Blaisdell Avenue to one-half block east of First Avenue. If this alternative is selected, the APE may need to be expanded in light of the design and construction methods for the tunnel.

- Along some portions of the corridor, the 300 foot APE may be extended to take into account visual effects. For example, if the 300 foot area comprises open space, and a row of buildings is located beyond, these buildings may be included in the APE.

- In some station areas, there are known areas of project related work and/or anticipated development outside of the quarter-mile radius, and these areas are included in the APE. This includes areas in downtown Hopkins.

The APE may also be adjusted if a field surveyor recommends that the project may affect a property or properties not included in the established APE boundaries.

As project planning proceeds, additional factors will be assessed to determine if there are other effects (direct, visual, auditory, atmospheric, and/or changes in use) which could require an expansion of the above APE. These factors include:

- Noise analysis, including areas where the use of bells and whistles is anticipated.
- Vibration analysis, including vibration related to project construction and operations.
- The specific locations of project elements, including operations/maintenance facilities, park-and-ride facilities, traction power substations, signal bungalows, and other infrastructure.

Survey Approach

Survey Zones

The project cuts through a number of distinct communities, each with a unique history. As a result, these communities, which share similar physical and historical characteristics, can serve as a framework for conducting the survey. The survey will be organized around the following zones (related project segments and stations are listed in parenthesis):

- Eden Prairie (Segments 1 and 3; Highway 5, Highway 62, Mitchell Road, Southwest Station, Eden Prairie Town Center, Golden Triangle, City West Stations)
- Minnetonka (Segments 1 and 3; Rowland, Opus, Shady Oak Stations)
- Hopkins (Segment 4; Shady Oak, Hopkins, Blake Stations)
- Saint Louis Park (Segment 4; Louisiana, Wooddale, Beltline Stations)
- Minneapolis west residential, including parts of Bryn Mawr, Lowry Hill, East Isles, Kenwood, Cedar-Isles-Dean, and West Calhoun neighborhoods (Segments A and C; West Lake, 21st Street, Penn Stations)
- Minneapolis south residential/commercial, including parts of the Stevens Square/Loring Heights, Whittier, Lowry Hill East, East Isles, and Cedar-Isles-Dean neighborhoods and the Midtown Greenway (Segment C; Uptown, Lyndale, 28th Street, Franklin Stations)
- Minneapolis downtown north of I-94 (Segment C; 12th Street, 8th Street, 4th Street, Harmon Place, Hawthorne Avenue Stations)
- Minneapolis industrial (Segments A and C; Van White, Royalston Stations)
- Minneapolis warehouse (Segments A and C; Intermodal Station)

In addition, there are four railroad corridors that traverse these community boundaries. These corridors will be considered as four individual zones. The corridors (by historic names) are:

- Minneapolis and Saint Louis Railway (Chicago and North Western Railway). Part of the main line is in the APE (Segments 1, 4, A and C). A segment of this line between downtown Minneapolis and Merriam Junction has recently been evaluated by the Surface Transportation Board as not eligible to the National Register; however, the SHPO did not concur with this finding. The line will be further evaluated, focusing on the section within the APE.
- Chicago, Milwaukee and Saint Paul Railway (Milwaukee Road), Benton Cutoff. Part of the CM&SP Benton Cutoff is in the APE (Segments 4, A, and C). Except for the Chicago, Milwaukee and Saint Paul Railroad Grade Separation Historic District, which is listed in the National Register, the Benton Cutoff has previously been determined as not eligible to the National Register by the Federal Highway Administration, with concurrence by the SHPO.
- Saint Paul and Pacific Railway (Great Northern Railway). Part of the main line is in the APE (Segment A). This line will be evaluated.
- Minneapolis, Northfield and Southern Railway. Part of the Auto Club-Luce Line Extension of the MN&S is in the APE (Segment 4). This line has been previously evaluated by Mn/DOT CRU, and the Auto Club-Luce Line Extension has been recommended as not eligible to the National Register. This determination has not been submitted to SHPO for concurrence. The Mn/DOT CRU evaluation will be summarized and incorporated into this survey by reference.

All of the above lines, including those which have been evaluated as not eligible, will be inventoried and evaluated to identify any railroad related features in the APE that are potentially significant in their own right. The statewide railroad context developed by Mn/DOT CRU will serve as a basis for evaluation of railroad resources.

The survey of the above thirteen zones will be completed by three consultants. Hess Roise will complete the surveys for the five zones in Minneapolis, Mead & Hunt will complete the surveys for St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, and Summit Envirosolutions will complete the surveys for the four railroad zones. Each consultant will prepare a report for the Phase I-II survey of the zones completed. An overall summary, integrating the survey results from all thirteen zones, will be prepared for the analysis of effects, within the framework of the five project segments.

The survey will include properties built in 1965 and earlier. Although National Register guidelines use a 50-year cut-off for eligibility (except for properties of exceptional importance), adopting a 45-year cut-off for this survey provides 5 years for project planning before the survey becomes outdated.

NOTE ON RESPONSBILITY FOR SURVEYS IN THE INTERMODAL STATION AREA: There is an overlap of the APEs for the SWLRT project and the Intermodal Station project (currently in the planning stage). The SWLRT survey effort will complete survey work for only

a portion of the SWLRT APE in the vicinity of the Intermodal Station, including where SWLRT construction is anticipated. The remainder of this area will be surveyed as part of the planning for the Intermodal Station project. The survey results from the Intermodal Station survey will be included in the consideration of cumulative effects as part of the SWLRT Section 106 review. (See map for the division of survey responsibilities in this portion of the SWLRT APE.)

Phase I Survey (Reconnaissance Survey)

The primary goal of Phase I is to identify properties that appear to have the potential to qualify for the National Register and merit further analysis. This will eliminate from further consideration any properties that have little or no potential to meet National Register criteria. The Phase I survey will also verify that properties already listed or officially determined eligible for listing in the National Register still retain integrity.

Literature Search

The literature search will focus on areas within the APE, with broader contextual information procured as needed. The literature search will begin by collecting existing reports and research for each zone. Maps, atlases, and other information that can provide specific information about property within the APE for archaeology will be a high priority. Additional research will be conducted for specific areas, and occasionally on specific properties, as appropriate. The literature search will produce:

- A working set of research files, including maps and related materials, for each zone. A copy of these files will be provided to the archaeological team.
- For each zone, a brief context (perhaps with subcontexts) will be developed that is approximately two to five pages in length and comprises a brief narrative, an annotated list of relevant property types, and a preliminary period of significance. (This assumes that extensive narrative contexts will not be developed during this phase.) A similar context will also be prepared for each railway, focusing specifically on segments in the APE. These contexts will also be provided to the archaeological team.

Fieldwork

A project-specific inventory form will be developed. Prior to the onset of fieldwork, a draft inventory form will be submitted to the client for review and approval.

The Hennepin County property database provides building construction dates for tax parcels. These dates will be assumed to be generally reliable for properties erected in the last half of the twentieth century, and will therefore be used to eliminate properties built after 1965 from the survey. During fieldwork, however, surveyors will be observant of properties eliminated from the inventory to identify:

- Inaccuracies: Properties not included in the survey that appear to date from 1965 and earlier (in other words, instances where the county date appears to be incorrect);
- Incomplete data: Properties not included in the survey that contain multiple buildings or other features, where the county date may refer to a newer feature—but older features are also present;
- Exceptional properties: Properties dating from 1966 or later that might be of exceptional importance.

Fieldwork will be conducted by zones. The methodology for each zone is as follows:

- Using information from the Hennepin County database, surveyors will be provided with a spreadsheet listing all properties in the zone built in 1965 or earlier. In addition to the address and year built, the spreadsheet will include the property's use and the name of the owner and taxpayer. The survey will include properties listed or officially determined eligible for listing in the National Register (including those in historic districts) to verify that they retain integrity. Map books will be prepared for reference in the field.
- Surveyors will conduct site visits for each property, recording observations from public rights-of-way with field notes and digital photographs. At a minimum, surveyors will record information on noteworthy features and the property's integrity. Using the data categories for functions and uses outlined in the National Register bulletin *How to Complete the National Register Registration Form*, and with reference to the context information for each zone, the surveyor will suggest data categories that seem the most appropriate for evaluating the property's National Register potential. The surveyor will also provide a preliminary recommendation—and a justification for that recommendation—stating that 1) the property does not appear to be eligible for the National Register, or 2) the property should be evaluated in Phase II.
- All field surveyors will meet the Secretary of the Interior's Professional Qualifications Standards.

Deliverables for Phase I survey

- For each zone:
    - Synopsis for each zone, including the context and property type information.
    - Table of surveyed properties including recommendations for intensive level survey, with justification.
    - Inventory form (2 copies) for each property in the APE built in 1965 or earlier. In addition to the data collected in the field, the inventory forms will incorporate information on the property's location (UTM reference, township/range/section) from the county database. At least one color digital photograph of the property will be included on each form. (NOTE: For properties which go to a Phase II evaluation, the same survey form should incorporate the evaluation information.)
    - Map of zone with properties recommended for intensive-level survey identified.

Phase II Survey (Intensive)

The goal of Phase II is to evaluate properties, as recommended in Phase I, to determine which meet the criteria of the National Register of Historic Places. As with Phase I, the work will be organized by zones.

Literature Search

The literature search will focus on individual properties and districts that have potential to meet National Register criteria. To provide a framework for evaluating some properties, it may be necessary to expand the context synopses developed in Phase I to address specific physical areas, eras, and/or property types.

Fieldwork

Additional field work may be needed to evaluate the physical characteristics of individual properties and districts. It might be necessary to obtain permission to enter some properties for this evaluation—if, for example, there is the potential for a significant interior space, or if a parcel is large and contains a number of buildings and these buildings cannot be adequately evaluated from the public right-of-way, aerial photographs, or other means.

Deliverables for Phase II survey

- For each zone:
    - Table of Phase II properties, including recommendations on eligibility.
    - More detailed inventory form, including the narrative evaluation of eligibility, for each property included in this phase.
    - Map of zone, showing properties that appear to qualify for the National Register identified, along with listed and previously determined eligible properties.
- A Phase I-II survey report (for all zones completed by the same consultant) conforming to Mn/DOT CRU Architecture/History Report requirements and other applicable federal and state guidelines.

At the conclusion of all Phase II history/architecture survey work, a consolidated summary/table incorporating the work from all thirteen zones will be prepared for the analysis of effect. This summary will be organized by the five project segments.

Appendix B. St. Louis Park Survey Zone Surveyed Properties

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
Business	5320 23RD ST W	HE-SLC-0948	Not eligible	FR
House	6300 33RD ST W	HE-SLC-1043	Not eligible	FR
House	6304 33RD ST W	HE-SLC-1046	Not eligible	FR
House	6310 33RD ST W	HE-SLC-1042	Not eligible	FR
House	6311 33RD ST W	HE-SLC-1045	Not eligible	FR
House	6312 33RD ST W	HE-SLC-1041	Not eligible	FR
House	6320 33RD ST W	HE-SLC-1040	Not eligible	FR
House	6325 33RD ST W	HE-SLC-1044	Not eligible	FR
St. Louis Park High School	6425 33RD ST W	HE-SLC-0601	Not eligible	FR
House	6201 34TH ST W	HE-SLC-1065	Not eligible	FR
House	6207 34TH ST W	HE-SLC-1066	Not eligible	FR
House	6210 34TH ST W	HE-SLC-1064	Not eligible	FR
House	6215 34TH ST W	HE-SLC-1067	Not eligible	FR
Apartment Building	6216 34TH ST W	HE-SLC-1063	Not eligible	FR
Apartment Building	6220 34TH ST W	HE-SLC-1062	Not eligible	FR
House	6221 34TH ST W	HE-SLC-1068	Not eligible	FR
Apartment Building	6227 34TH ST W	HE-SLC-1069	Not eligible	FR
House	6308 35TH ST W	HE-SLC-1024	Not eligible	FR
House	6312 35TH ST W	HE-SLC-1023	Not eligible	FR
House	6316 35TH ST W	HE-SLC-1022	Not eligible	FR
House	6320 35TH ST W	HE-SLC-1021	Not eligible	FR
Apartment Building	2636 ALABAMA AVE S	HE-SLC-0629	Not eligible	FR
Apartment Building	2650 ALABAMA AVE S	HE-SLC-0630	Not eligible	FR
House	2700 ALABAMA AVE S	HE-SLC-0631	Not eligible	FR
House	2704 ALABAMA AVE S	HE-SLC-0632	Not eligible	FR
House	2710 ALABAMA AVE S	HE-SLC-0633	Not eligible	FR
House	2716 ALABAMA AVE S	HE-SLC-0634	Not eligible	FR
House	2720 ALABAMA AVE S	HE-SLC-0635	Not eligible	FR
House	2724 ALABAMA AVE S	HE-SLC-0636	Not eligible	FR
House	2732 ALABAMA AVE S	HE-SLC-0637	Not eligible	FR
House	2736 ALABAMA AVE S	HE-SLC-0638	Not eligible	FR
House	2740 ALABAMA AVE S	HE-SLC-0639	Not eligible	FR
House	2741 ALABAMA AVE S	HE-SLC-0641	Not eligible	FR
House	2745 ALABAMA AVE S	HE-SLC-0642	Not eligible	FR
House	2749 ALABAMA AVE S	HE-SLC-0643	Not eligible	FR
House	2752 ALABAMA AVE S	HE-SLC-0640	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	2753 ALABAMA AVE S	HE-SLC-0644	Not eligible	FR
House	2756 ALABAMA AVE S	HE-SLC-0646	Not eligible	FR
House	2757 ALABAMA AVE S	HE-SLC-0645	Not eligible	FR
House	2800 ALABAMA AVE S	HE-SLC-0652	Not eligible	FR
House	2801 ALABAMA AVE S	HE-SLC-0647	Not eligible	FR
House	2804 ALABAMA AVE S	HE-SLC-0653	Not eligible	FR
House	2805 ALABAMA AVE S	HE-SLC-0648	Not eligible	FR
House	2808 ALABAMA AVE S	HE-SLC-0654	Not eligible	FR
House	2809 ALABAMA AVE S	HE-SLC-0649	Not eligible	FR
House	2812 ALABAMA AVE S	HE-SLC-0655	Not eligible	FR
House	2813 ALABAMA AVE S	HE-SLC-0650	Not eligible	FR
House	2816 ALABAMA AVE S	HE-SLC-0656	Not eligible	FR
House	2817 ALABAMA AVE S	HE-SLC-0651	Not eligible	FR
House	2820 ALABAMA AVE S	HE-SLC-0657	Not eligible	FR
House	2824 ALABAMA AVE S	HE-SLC-0658	Not eligible	FR
House	2828 ALABAMA AVE S	HE-SLC-0659	Not eligible	FR
House	2832 ALABAMA AVE S	HE-SLC-0660	Not eligible	FR
House	2836 ALABAMA AVE S	HE-SLC-0661	Not eligible	FR
House	2840 ALABAMA AVE S	HE-SLC-0662	Not eligible	FR
House	2844 ALABAMA AVE S	HE-SLC-0663	Not eligible	FR
House	2848 ALABAMA AVE S	HE-SLC-0664	Not eligible	FR
House	2854 ALABAMA AVE S	HE-SLC-0665	Not eligible	FR
House	2900 ALABAMA AVE S	HE-SLC-0666	Not eligible	FR
House	2904 ALABAMA AVE S	HE-SLC-0667	Not eligible	FR
House	3012 ALABAMA AVE S	HE-SLC-0668	Not eligible	FR
House	3018 ALABAMA AVE S	HE-SLC-0669	Not eligible	FR
House	3024 ALABAMA AVE S	HE-SLC-0670	Not eligible	FR
House	3030 ALABAMA AVE S	HE-SLC-0671	Not eligible	FR
House	3140 ALABAMA AVE S	HE-SLC-0672	Not eligible	FR
House	3148 ALABAMA AVE S	HE-SLC-0673	Not eligible	FR
House	3200 ALABAMA AVE S	HE-SLC-0674	Not eligible	FR
House	3206 ALABAMA AVE S	HE-SLC-0675	Not eligible	FR
House	3212 ALABAMA AVE S	HE-SLC-0676	Not eligible	FR
House	3218 ALABAMA AVE S	HE-SLC-0677	Not eligible	FR
House	3224 ALABAMA AVE S	HE-SLC-0678	Not eligible	FR
House	3230 ALABAMA AVE S	HE-SLC-0679	Not eligible	FR
House	3236 ALABAMA AVE S	HE-SLC-0680	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	3242 ALABAMA AVE S	HE-SLC-0681	Not eligible	FR
House	2700 BLACKSTONE AVE S	HE-SLC-0764	Not eligible	FR
House	2701 BLACKSTONE AVE S	HE-SLC-0765	Not eligible	FR
House	2704 BLACKSTONE AVE S	HE-SLC-0763	Not eligible	FR
House	2705 BLACKSTONE AVE S	HE-SLC-0766	Not eligible	FR
House	2708 BLACKSTONE AVE S	HE-SLC-0762	Not eligible	FR
House	2717 BLACKSTONE AVE S	HE-SLC-0767	Not eligible	FR
House	2720 BLACKSTONE AVE S	HE-SLC-0761	Not eligible	FR
House	2721 BLACKSTONE AVE S	HE-SLC-0768	Not eligible	FR
House	2725 BLACKSTONE AVE S	HE-SLC-0769	Not eligible	FR
House	2729 BLACKSTONE AVE S	HE-SLC-0770	Not eligible	FR
House	2735 BLACKSTONE AVE S	HE-SLC-0771	Not eligible	FR
House	2736 BLACKSTONE AVE S	HE-SLC-0760	Not eligible	FR
House	2740 BLACKSTONE AVE S	HE-SLC-0759	Not eligible	FR
House	2741 BLACKSTONE AVE S	HE-SLC-0772	Not eligible	FR
House	2744 BLACKSTONE AVE S	HE-SLC-0758	Not eligible	FR
House	2745 BLACKSTONE AVE S	HE-SLC-0773	Not eligible	FR
House	2748 BLACKSTONE AVE S	HE-SLC-0757	Not eligible	FR
House	2749 BLACKSTONE AVE S	HE-SLC-0774	Not eligible	FR
House	2752 BLACKSTONE AVE S	HE-SLC-0756	Not eligible	FR
House	2755 BLACKSTONE AVE S	HE-SLC-0775	Not eligible	FR
House	2756 BLACKSTONE AVE S	HE-SLC-0755	Not eligible	FR
House	2800 BLACKSTONE AVE S	HE-SLC-0741	Not eligible	FR
House	2801 BLACKSTONE AVE S	HE-SLC-0742	Not eligible	FR
House	2804 BLACKSTONE AVE S	HE-SLC-0740	Not eligible	FR
House	2805 BLACKSTONE AVE S	HE-SLC-0743	Not eligible	FR
House	2809 BLACKSTONE AVE S	HE-SLC-0744	Not eligible	FR
House	2813 BLACKSTONE AVE S	HE-SLC-0745	Not eligible	FR
House	2816 BLACKSTONE AVE S	HE-SLC-0739	Not eligible	FR
House	2817 BLACKSTONE AVE S	HE-SLC-0746	Not eligible	FR
House	2820 BLACKSTONE AVE S	HE-SLC-0738	Not eligible	FR
House	2821 BLACKSTONE AVE S	HE-SLC-0747	Not eligible	FR
House	2825 BLACKSTONE AVE S	HE-SLC-0748	Not eligible	FR
House	2826 BLACKSTONE AVE S	HE-SLC-0737	Not eligible	FR
House	2829 BLACKSTONE AVE S	HE-SLC-0749	Not eligible	FR
House	2830 BLACKSTONE AVE S	HE-SLC-0736	Not eligible	FR
House	2835 BLACKSTONE AVE S	HE-SLC-0750	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	2836 BLACKSTONE AVE S	HE-SLC-0735	Not eligible	FR
House	2841 BLACKSTONE AVE S	HE-SLC-0751	Not eligible	FR
House	2844 BLACKSTONE AVE S	HE-SLC-0734	Not eligible	FR
House	2845 BLACKSTONE AVE S	HE-SLC-0752	Not eligible	FR
House	2848 BLACKSTONE AVE S	HE-SLC-0733	Not eligible	FR
House	2849 BLACKSTONE AVE S	HE-SLC-0753	Not eligible	FR
House	2854 BLACKSTONE AVE S	HE-SLC-0732	Not eligible	FR
House	2855 BLACKSTONE AVE S	HE-SLC-0754	Not eligible	FR
House	2900 BLACKSTONE AVE S	HE-SLC-0722	Not eligible	FR
House	2901 BLACKSTONE AVE S	HE-SLC-0723	Not eligible	FR
House	2904 BLACKSTONE AVE S	HE-SLC-0721	Not eligible	FR
House	2905 BLACKSTONE AVE S	HE-SLC-0724	Not eligible	FR
House	2908 BLACKSTONE AVE S	HE-SLC-0720	Not eligible	FR
House	2909 BLACKSTONE AVE S	HE-SLC-0725	Not eligible	FR
House	2912 BLACKSTONE AVE S	HE-SLC-0719	Not eligible	FR
House	2913 BLACKSTONE AVE S	HE-SLC-0726	Not eligible	FR
House	2916 BLACKSTONE AVE S	HE-SLC-0718	Not eligible	FR
House	2920 BLACKSTONE AVE S	HE-SLC-0717	Not eligible	FR
House	2921 BLACKSTONE AVE S	HE-SLC-0727	Not eligible	FR
House	2924 BLACKSTONE AVE S	HE-SLC-0716	Not eligible	FR
House	2928 BLACKSTONE AVE S	HE-SLC-0715	Not eligible	FR
House	2932 BLACKSTONE AVE S	HE-SLC-0714	Not eligible	FR
House	2933 BLACKSTONE AVE S	HE-SLC-0728	Not eligible	FR
House	2936 BLACKSTONE AVE S	HE-SLC-0713	Not eligible	FR
House	2937 BLACKSTONE AVE S	HE-SLC-0729	Not eligible	FR
House	2941 BLACKSTONE AVE S	HE-SLC-0730	Not eligible	FR
House	2944 BLACKSTONE AVE S	HE-SLC-0712	Not eligible	FR
House	2945 BLACKSTONE AVE S	HE-SLC-0731	Not eligible	FR
Duplex	3005 BLACKSTONE AVE S	HE-SLC-0706	Not eligible	FR
Duplex	3011 BLACKSTONE AVE S	HE-SLC-0707	Not eligible	FR
Duplex	3019 BLACKSTONE AVE S	HE-SLC-0708	Not eligible	FR
Duplex	3025 BLACKSTONE AVE S	HE-SLC-0709	Not eligible	FR
Duplex	3031 BLACKSTONE AVE S	HE-SLC-0710	Not eligible	FR
House	3145 BLACKSTONE AVE S	HE-SLC-0682	Not eligible	FR
House	3201 BLACKSTONE AVE S	HE-SLC-0683	Not eligible	FR
House	3207 BLACKSTONE AVE S	HE-SLC-0684	Not eligible	FR
House	3213 BLACKSTONE AVE S	HE-SLC-0685	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	3219 BLACKSTONE AVE S	HE-SLC-0686	Not eligible	FR
House	3225 BLACKSTONE AVE S	HE-SLC-0687	Not eligible	FR
House	3243 BLACKSTONE AVE S	HE-SLC-0688	Not eligible	FR
House	3249 BLACKSTONE AVE S	HE-SLC-0689	Not eligible	FR
House	3250 BLACKSTONE AVE S	HE-SLC-0699	Not eligible	FR
House	3255 BLACKSTONE AVE S	HE-SLC-0690	Not eligible	FR
House	3256 BLACKSTONE AVE S	HE-SLC-0698	Not eligible	FR
House	3260 BLACKSTONE AVE S	HE-SLC-0697	Not eligible	FR
House	3261 BLACKSTONE AVE S	HE-SLC-0691	Not eligible	FR
House	3266 BLACKSTONE AVE S	HE-SLC-0696	Not eligible	FR
House	3267 BLACKSTONE AVE S	HE-SLC-0692	Not eligible	FR
House	3272 BLACKSTONE AVE S	HE-SLC-0695	Not eligible	FR
House	3274 BLACKSTONE AVE S	HE-SLC-0694	Not eligible	FR
House	3280 BLACKSTONE AVE S	HE-SLC-0693	Not eligible	FR
House	3370 BROWNLOW AVE	HE-SLC-0987	Not eligible	FR
House	3371 BROWNLOW AVE	HE-SLC-0988	Not eligible	FR
House	3374 BROWNLOW AVE	HE-SLC-0986	Not eligible	FR
House	3375 BROWNLOW AVE	HE-SLC-0989	Not eligible	FR
House	3378 BROWNLOW AVE	HE-SLC-0985	Not eligible	FR
Apartment Building	3379 BROWNLOW AVE	HE-SLC-0990	Not eligible	FR
Business	3384 BROWNLOW AVE	HE-SLC-0984	Not eligible	FR
Apartment Building	3387 BROWNLOW AVE	HE-SLC-0991	Not eligible	FR
House	2700 BRUNSWICK AVE S	HE-SLC-0789	Not eligible	FR
House	2701 BRUNSWICK AVE S	HE-SLC-0790	Not eligible	FR
House	2704 BRUNSWICK AVE S	HE-SLC-0788	Not eligible	FR
House	2708 BRUNSWICK AVE S	HE-SLC-0787	Not eligible	FR
House	2709 BRUNSWICK AVE S	HE-SLC-0791	Not eligible	FR
House	2712 BRUNSWICK AVE S	HE-SLC-0786	Not eligible	FR
House	2713 BRUNSWICK AVE S	HE-SLC-0792	Not eligible	FR
House	2716 BRUNSWICK AVE S	HE-SLC-0785	Not eligible	FR
House	2717 BRUNSWICK AVE S	HE-SLC-0793	Not eligible	FR
House	2720 BRUNSWICK AVE S	HE-SLC-0784	Not eligible	FR
House	2721 BRUNSWICK AVE S	HE-SLC-0794	Not eligible	FR
House	2724 BRUNSWICK AVE S	HE-SLC-0783	Not eligible	FR
House	2725 BRUNSWICK AVE S	HE-SLC-0795	Not eligible	FR
House	2728 BRUNSWICK AVE S	HE-SLC-0782	Not eligible	FR
House	2729 BRUNSWICK AVE S	HE-SLC-0796	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	2732 BRUNSWICK AVE S	HE-SLC-0781	Not eligible	FR
House	2733 BRUNSWICK AVE S	HE-SLC-0797	Not eligible	FR
House	2736 BRUNSWICK AVE S	HE-SLC-0780	Not eligible	FR
House	2737 BRUNSWICK AVE S	HE-SLC-0798	Not eligible	FR
House	2740 BRUNSWICK AVE S	HE-SLC-0779	Not eligible	FR
House	2741 BRUNSWICK AVE S	HE-SLC-0799	Not eligible	FR
House	2744 BRUNSWICK AVE S	HE-SLC-0778	Not eligible	FR
House	2745 BRUNSWICK AVE S	HE-SLC-0800	Not eligible	FR
House	2748 BRUNSWICK AVE S	HE-SLC-0777	Not eligible	FR
House	2749 BRUNSWICK AVE S	HE-SLC-0801	Not eligible	FR
House	2752 BRUNSWICK AVE S	HE-SLC-0776	Not eligible	FR
House	2753 BRUNSWICK AVE S	HE-SLC-0802	Not eligible	FR
House	2756 BRUNSWICK AVE S	HE-SLC-0804	Not eligible	FR
House	2757 BRUNSWICK AVE S	HE-SLC-0803	Not eligible	FR
House	2800 BRUNSWICK AVE S	HE-SLC-0805	Not eligible	FR
House	2801 BRUNSWICK AVE S	HE-SLC-0874	Not eligible	FR
House	2804 BRUNSWICK AVE S	HE-SLC-0806	Not eligible	FR
House	2805 BRUNSWICK AVE S	HE-SLC-0873	Not eligible	FR
House	2808 BRUNSWICK AVE S	HE-SLC-0807	Not eligible	FR
House	2809 BRUNSWICK AVE S	HE-SLC-0872	Not eligible	FR
House	2812 BRUNSWICK AVE S	HE-SLC-0808	Not eligible	FR
House	2813 BRUNSWICK AVE S	HE-SLC-0871	Not eligible	FR
House	2816 BRUNSWICK AVE S	HE-SLC-0809	Not eligible	FR
House	2817 BRUNSWICK AVE S	HE-SLC-0870	Not eligible	FR
House	2820 BRUNSWICK AVE S	HE-SLC-0810	Not eligible	FR
House	2821 BRUNSWICK AVE S	HE-SLC-0869	Not eligible	FR
House	2826 BRUNSWICK AVE S	HE-SLC-0811	Not eligible	FR
House	2829 BRUNSWICK AVE S	HE-SLC-0868	Not eligible	FR
House	2832 BRUNSWICK AVE S	HE-SLC-0812	Not eligible	FR
House	2833 BRUNSWICK AVE S	HE-SLC-0867	Not eligible	FR
House	2836 BRUNSWICK AVE S	HE-SLC-0813	Not eligible	FR
House	2837 BRUNSWICK AVE S	HE-SLC-0866	Not eligible	FR
House	2840 BRUNSWICK AVE S	HE-SLC-0814	Not eligible	FR
House	2841 BRUNSWICK AVE S	HE-SLC-0865	Not eligible	FR
House	2844 BRUNSWICK AVE S	HE-SLC-0815	Not eligible	FR
House	2845 BRUNSWICK AVE S	HE-SLC-0864	Not eligible	FR
House	2848 BRUNSWICK AVE S	HE-SLC-0816	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	2849 BRUNSWICK AVE S	HE-SLC-0863	Not eligible	FR
House	2852 BRUNSWICK AVE S	HE-SLC-0817	Not eligible	FR
House	2856 BRUNSWICK AVE S	HE-SLC-0818	Not eligible	FR
House	2857 BRUNSWICK AVE S	HE-SLC-0862	Not eligible	FR
House	2904 BRUNSWICK AVE S	HE-SLC-0819	Not eligible	FR
House	2905 BRUNSWICK AVE S	HE-SLC-0861	Not eligible	FR
House	2908 BRUNSWICK AVE S	HE-SLC-0820	Not eligible	FR
House	2909 BRUNSWICK AVE S	HE-SLC-0860	Not eligible	FR
House	2910 BRUNSWICK AVE S	HE-SLC-0821	Not eligible	FR
House	2912 BRUNSWICK AVE S	HE-SLC-0822	Not eligible	FR
House	2913 BRUNSWICK AVE S	HE-SLC-0859	Not eligible	FR
House	2917 BRUNSWICK AVE S	HE-SLC-0858	Not eligible	FR
House	2921 BRUNSWICK AVE S	HE-SLC-0857	Not eligible	FR
House	2924 BRUNSWICK AVE S	HE-SLC-0823	Not eligible	FR
House	2925 BRUNSWICK AVE S	HE-SLC-0856	Not eligible	FR
House	2928 BRUNSWICK AVE S	HE-SLC-0824	Not eligible	FR
House	2933 BRUNSWICK AVE S	HE-SLC-0855	Not eligible	FR
House	2934 BRUNSWICK AVE S	HE-SLC-0825	Not eligible	FR
House	2937 BRUNSWICK AVE S	HE-SLC-0854	Not eligible	FR
House	2940 BRUNSWICK AVE S	HE-SLC-0826	Not eligible	FR
House	2941 BRUNSWICK AVE S	HE-SLC-0853	Not eligible	FR
House	2944 BRUNSWICK AVE S	HE-SLC-0827	Not eligible	FR
House	2945 BRUNSWICK AVE S	HE-SLC-0852	Not eligible	FR
House	2949 BRUNSWICK AVE S	HE-SLC-0851	Not eligible	FR
House	2953 BRUNSWICK AVE S	HE-SLC-0850	Not eligible	FR
House	3000 BRUNSWICK AVE S	HE-SLC-0830	Not eligible	FR
House	3001 BRUNSWICK AVE S	HE-SLC-0848	Not eligible	FR
House	3004 BRUNSWICK AVE S	HE-SLC-0831	Not eligible	FR
House	3005 BRUNSWICK AVE S	HE-SLC-0847	Not eligible	FR
House	3010 BRUNSWICK AVE S	HE-SLC-0832	Not eligible	FR
House	3011 BRUNSWICK AVE S	HE-SLC-0846	Not eligible	FR
House	3014 BRUNSWICK AVE S	HE-SLC-0833	Not eligible	FR
House	3015 BRUNSWICK AVE S	HE-SLC-0845	Not eligible	FR
House	3020 BRUNSWICK AVE S	HE-SLC-0834	Not eligible	FR
House	3021 BRUNSWICK AVE S	HE-SLC-0844	Not eligible	FR
House	3024 BRUNSWICK AVE S	HE-SLC-0835	Not eligible	FR
House	3025 BRUNSWICK AVE S	HE-SLC-0843	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	3030 BRUNSWICK AVE S	HE-SLC-0836	Not eligible	FR
House	3031 BRUNSWICK AVE S	HE-SLC-0842	Not eligible	FR
House	3035 BRUNSWICK AVE S	HE-SLC-0841	Not eligible	FR
House	3036 BRUNSWICK AVE S	HE-SLC-0837	Not eligible	FR
House	3041 BRUNSWICK AVE S	HE-SLC-0840	Not eligible	FR
House	3045 BRUNSWICK AVE S	HE-SLC-0839	Not eligible	FR
House	3051 BRUNSWICK AVE S	HE-SLC-0838	Not eligible	FR
House	3200 BRUNSWICK AVE S	HE-SLC-0947	Not eligible	FR
House	3204 BRUNSWICK AVE S	HE-SLC-0946	Not eligible	FR
House	3210 BRUNSWICK AVE S	HE-SLC-0945	Not eligible	FR
House	3216 BRUNSWICK AVE S	HE-SLC-0944	Not eligible	FR
House	3220 BRUNSWICK AVE S	HE-SLC-0943	Not eligible	FR
House	3222 BRUNSWICK AVE S	HE-SLC-0942	Not eligible	FR
House	3224 BRUNSWICK AVE S	HE-SLC-0941	Not eligible	FR
House	3226 BRUNSWICK AVE S	HE-SLC-0940	Not eligible	FR
House	3230 BRUNSWICK AVE S	HE-SLC-0939	Not eligible	FR
House	3232 BRUNSWICK AVE S	HE-SLC-0938	Not eligible	FR
House	3345 BRUNSWICK AVE S	HE-SLC-1091	Not eligible	FR
House	3350 BRUNSWICK AVE S	HE-SLC-1076	Not eligible	FR
House	3351 BRUNSWICK AVE S	HE-SLC-1090	Not eligible	FR
House	3354 BRUNSWICK AVE S	HE-SLC-1077	Not eligible	FR
House	3355 BRUNSWICK AVE S	HE-SLC-1089	Not eligible	FR
House	3358 BRUNSWICK AVE S	HE-SLC-1078	Not eligible	FR
House	3359 BRUNSWICK AVE S	HE-SLC-1088	Not eligible	FR
House	3362 BRUNSWICK AVE S	HE-SLC-1079	Not eligible	FR
House	3365 BRUNSWICK AVE S	HE-SLC-1087	Not eligible	FR
House	3366 BRUNSWICK AVE S	HE-SLC-1080	Not eligible	FR
House	3369 BRUNSWICK AVE S	HE-SLC-1086	Not eligible	FR
House	3375 BRUNSWICK AVE S	HE-SLC-1085	Not eligible	FR
House	3376 BRUNSWICK AVE S	HE-SLC-1081	Not eligible	FR
House	3379 BRUNSWICK AVE S	HE-SLC-1084	Not eligible	FR
House	3380 BRUNSWICK AVE S	HE-SLC-1082	Not eligible	FR
House	3401 BRUNSWICK AVE S	HE-SLC-1083	Not eligible	FR
House	3814 BRUNSWICK AVE S	HE-SLC-0958	Not eligible	FR
House	3824 BRUNSWICK AVE S	HE-SLC-0957	Not eligible	FR
House	3850 BRUNSWICK AVE S	HE-SLC-0956	Not eligible	FR
House	6216 CAMBRIDGE ST	HE-SLC-0955	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	6220 CAMBRIDGE ST	HE-SLC-0954	Not eligible	FR
Duplex	6304 CAMBRIDGE ST	HE-SLC-0953	Not eligible	FR
Duplex	6312 CAMBRIDGE ST	HE-SLC-0952	Not eligible	FR
Office Building	6315 CAMBRIDGE ST	HE-SLC-0951	Not eligible	FR
Office Building	6318 CAMBRIDGE ST	HE-SLC-0950	Not eligible	FR
House	4316 CEDAR LAKE RD	HE-SLC-0614	Not eligible	FR
House	4319 CEDAR LAKE RD	HE-SLC-0615	Not eligible	FR
Business	4900 CEDAR LAKE RD	HE-SLC-0621	Not eligible	FR
Business	5001 CEDAR LAKE RD	HE-SLC-0622	Not eligible	FR
House	2701 COLORADO AVE S	HE-SLC-0875	Not eligible	FR
House	2707 COLORADO AVE S	HE-SLC-0876	Not eligible	FR
House	2713 COLORADO AVE S	HE-SLC-0877	Not eligible	FR
House	2717 COLORADO AVE S	HE-SLC-0878	Not eligible	FR
House	2721 COLORADO AVE S	HE-SLC-0879	Not eligible	FR
House	2725 COLORADO AVE S	HE-SLC-0880	Not eligible	FR
House	2729 COLORADO AVE S	HE-SLC-0881	Not eligible	FR
House	2733 COLORADO AVE S	HE-SLC-0882	Not eligible	FR
House	2737 COLORADO AVE S	HE-SLC-0883	Not eligible	FR
House	2740 COLORADO AVE S	HE-SLC-0888	Not eligible	FR
House	2741 COLORADO AVE S	HE-SLC-0884	Not eligible	FR
House	2744 COLORADO AVE S	HE-SLC-0889	Not eligible	FR
House	2745 COLORADO AVE S	HE-SLC-0885	Not eligible	FR
House	2748 COLORADO AVE S	HE-SLC-0890	Not eligible	FR
House	2749 COLORADO AVE S	HE-SLC-0886	Not eligible	FR
House	2752 COLORADO AVE S	HE-SLC-0891	Not eligible	FR
House	2753 COLORADO AVE S	HE-SLC-0887	Not eligible	FR
House	2756 COLORADO AVE S	HE-SLC-0892	Not eligible	FR
House	2800 COLORADO AVE S	HE-SLC-0912	Not eligible	FR
House	2804 COLORADO AVE S	HE-SLC-0911	Not eligible	FR
House	2805 COLORADO AVE S	HE-SLC-0910	Not eligible	FR
House	2808 COLORADO AVE S	HE-SLC-0909	Not eligible	FR
House	2809 COLORADO AVE S	HE-SLC-0908	Not eligible	FR
House	2812 COLORADO AVE S	HE-SLC-0907	Not eligible	FR
House	2813 COLORADO AVE S	HE-SLC-0906	Not eligible	FR
House	2816 COLORADO AVE S	HE-SLC-0905	Not eligible	FR
House	2817 COLORADO AVE S	HE-SLC-0904	Not eligible	FR
House	2821 COLORADO AVE S	HE-SLC-0903	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	2825 COLORADO AVE S	HE-SLC-0902	Not eligible	FR
House	2829 COLORADO AVE S	HE-SLC-0901	Not eligible	FR
House	2833 COLORADO AVE S	HE-SLC-0900	Not eligible	FR
House	2837 COLORADO AVE S	HE-SLC-0899	Not eligible	FR
House	2841 COLORADO AVE S	HE-SLC-0898	Not eligible	FR
House	2845 COLORADO AVE S	HE-SLC-0897	Not eligible	FR
House	2849 COLORADO AVE S	HE-SLC-0896	Not eligible	FR
House	2853 COLORADO AVE S	HE-SLC-0895	Not eligible	FR
House	2901 COLORADO AVE S	HE-SLC-0894	Not eligible	FR
House	2905 COLORADO AVE S	HE-SLC-0893	Not eligible	FR
House	3101 COLORADO AVE S	HE-SLC-0913	Not eligible	FR
House	3105 COLORADO AVE S	HE-SLC-0914	Not eligible	FR
House	3111 COLORADO AVE S	HE-SLC-0915	Not eligible	FR
House	3115 COLORADO AVE S	HE-SLC-0916	Not eligible	FR
House	3121 COLORADO AVE S	HE-SLC-0917	Not eligible	FR
House	3125 COLORADO AVE S	HE-SLC-0918	Not eligible	FR
House	3131 COLORADO AVE S	HE-SLC-0919	Not eligible	FR
House	3135 COLORADO AVE S	HE-SLC-0920	Not eligible	FR
House	3141 COLORADO AVE S	HE-SLC-0921	Not eligible	FR
House	3145 COLORADO AVE S	HE-SLC-0922	Not eligible	FR
House	3201 COLORADO AVE S	HE-SLC-0923	Not eligible	FR
House	3205 COLORADO AVE S	HE-SLC-0924	Not eligible	FR
House	3209 COLORADO AVE S	HE-SLC-0925	Not eligible	FR
House	3213 COLORADO AVE S	HE-SLC-0926	Not eligible	FR
House	3217 COLORADO AVE S	HE-SLC-0927	Not eligible	FR
House	3221 COLORADO AVE S	HE-SLC-0928	Not eligible	FR
House	3225 COLORADO AVE S	HE-SLC-0929	Not eligible	FR
House	3229 COLORADO AVE S	HE-SLC-0930	Not eligible	FR
House	3233 COLORADO AVE S	HE-SLC-0931	Not eligible	FR
House	3237 COLORADO AVE S	HE-SLC-0932	Not eligible	FR
House	3241 COLORADO AVE S	HE-SLC-0933	Not eligible	FR
House	3245 COLORADO AVE S	HE-SLC-0934	Not eligible	FR
House	3249 COLORADO AVE S	HE-SLC-0935	Not eligible	FR
House	3253 COLORADO AVE S	HE-SLC-0936	Not eligible	FR
House	3257 COLORADO AVE S	HE-SLC-0937	Not eligible	FR
House	3300 COLORADO AVE S	HE-SLC-1051	Not eligible	FR
House	3301 COLORADO AVE S	HE-SLC-1052	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	3304 COLORADO AVE S	HE-SLC-1050	Not eligible	FR
House	3308 COLORADO AVE S	HE-SLC-1049	Not eligible	FR
House	3309 COLORADO AVE S	HE-SLC-1053	Not eligible	FR
House	3312 COLORADO AVE S	HE-SLC-1048	Not eligible	FR
House	3322 COLORADO AVE S	HE-SLC-1047	Not eligible	FR
House	3754 COLORADO AVE S	HE-SLC-0967	Not eligible	FR
House	3758 COLORADO AVE S	HE-SLC-0966	Not eligible	FR
House	3762 COLORADO AVE S	HE-SLC-0965	Not eligible	FR
House	3770 COLORADO AVE S	HE-SLC-0959	Not eligible	FR
House	3240 DAKOTA AVE S	HE-SLC-1039	Not eligible	FR
House	3244 DAKOTA AVE S	HE-SLC-1038	Not eligible	FR
House	3248 DAKOTA AVE S	HE-SLC-1037	Not eligible	FR
House	3252 DAKOTA AVE S	HE-SLC-1036	Not eligible	FR
House	3313 DAKOTA AVE S	HE-SLC-1054	Not eligible	FR
House	3317 DAKOTA AVE S	HE-SLC-1055	Not eligible	FR
House	3321 DAKOTA AVE S	HE-SLC-1056	Not eligible	FR
House	3325 DAKOTA AVE S	HE-SLC-1057	Not eligible	FR
House	3329 DAKOTA AVE S	HE-SLC-1058	Not eligible	FR
House	3333 DAKOTA AVE S	HE-SLC-1059	Not eligible	FR
House	3341 DAKOTA AVE S	HE-SLC-1060	Not eligible	FR
Business	3345 DAKOTA AVE S	HE-SLC-1061	Not eligible	FR
Business	3410 DAKOTA AVE S	HE-SLC-1020	Not eligible	FR
Business	3455 DAKOTA AVE S	HE-SLC-1025	Not eligible	FR
House	3249 EDGEWOOD AVE S	HE-SLC-1035	Not eligible	FR
House	3253 EDGEWOOD AVE S	HE-SLC-1034	Not eligible	FR
House	2100 GLENHURST RD	HE-SLC-0607	Not eligible	FR
House	2101 GLENHURST RD	HE-SLC-0608	Not eligible	FR
House	2105 GLENHURST RD	HE-SLC-0609	Not eligible	FR
House	2107 GLENHURST RD	HE-SLC-0610	Not eligible	FR
House	2113 GLENHURST RD	HE-SLC-0611	Not eligible	FR
House	6207 GOODRICH AVE	HE-SLC-0964	Not eligible	FR
House	6215 GOODRICH AVE	HE-SLC-0963	Not eligible	FR
House	6219 GOODRICH AVE	HE-SLC-0962	Not eligible	FR
House	6226 GOODRICH AVE	HE-SLC-0960	Not eligible	FR
House	6227 GOODRICH AVE	HE-SLC-0961	Not eligible	FR
House	6218 HAMILTON ST	HE-SLC-1031	Not eligible	FR
Apartment Building	6224 HAMILTON ST	HE-SLC-1030	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	6301 HAMILTON ST	HE-SLC-1029	Not eligible	FR
House	6309 HAMILTON ST	HE-SLC-1028	Not eligible	FR
House	6313 HAMILTON ST	HE-SLC-1027	Not eligible	FR
House	6317 HAMILTON ST	HE-SLC-1026	Not eligible	FR
House	4120 HIGHWOOD RD	HE-SLC-0612	Not eligible	FR
House	4125 HIGHWOOD RD	HE-SLC-0613	Not eligible	FR
House	6120 LAKE ST W	HE-SLC-0701	Not eligible	FR
House	6126 LAKE ST W	HE-SLC-0700	Not eligible	FR
Business	6213 LAKE ST W	HE-SLC-1075	Not eligible	FR
Apartment Building	6221 LAKE ST W	HE-SLC-1074	Not eligible	FR
Apartment Building	6227 LAKE ST W	HE-SLC-1073	Not eligible	FR
Business	6301 LAKE ST W	HE-SLC-1072	Not eligible	FR
Business	6307 LAKE ST W	HE-SLC-1071	Not eligible	FR
Service Garage	6329 LAKE ST W	HE-SLC-1070	Not eligible	FR
Service Station	6401 LAKE ST W	HE-SLC-1033	Not eligible	FR
Business	6416 LAKE ST W	HE-SLC-1019	Not eligible	FR
Business	6418 LAKE ST W	HE-SLC-1018	Not eligible	FR
Business	6422 LAKE ST W	HE-SLC-1017	Not eligible	FR
Business	6500 LAKE ST W	HE-SLC-1016	Not eligible	FR
Business	6520 LAKE ST W	HE-SLC-1015	Not eligible	FR
Business	6528 LAKE ST W	HE-SLC-1014	Not eligible	FR
Business	6534 LAKE ST	HE-SLC-1013	Not eligible	FR
Business	6600 LAKE ST W	HE-SLC-1012	Not eligible	FR
Business	6610 LAKE ST W	HE-SLC-1011	Not eligible	FR
Service Garage	6800 LAKE ST W	HE-SLC-0983	Not eligible	FR
Business	6804 LAKE ST W	HE-SLC-0982	Not eligible	FR
Office Building	6812 LAKE ST W	HE-SLC-0981	Not eligible	FR
Office Building	6824 LAKE ST W	HE-SLC-0980	Not eligible	FR
House	6900 LAKE ST W	HE-SLC-0978	Not eligible	FR
House	3345 LIBRARY LA	HE-SLC-1003	Not eligible	FR
House	3346 LIBRARY LA	HE-SLC-1006	Not eligible	FR
House	3350 LIBRARY LA	HE-SLC-1005	Not eligible	FR
Apartment Building	3351 LIBRARY LA	HE-SLC-1010	Not eligible	FR
House	3354 LIBRARY LA	HE-SLC-1004	Not eligible	FR
House	3357 LIBRARY LA	HE-SLC-1009	Not eligible	FR
House	3361 LIBRARY LA	HE-SLC-1008	Not eligible	FR
House	3362 LIBRARY LA	HE-SLC-1002	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	3365 LIBRARY LA	HE-SLC-1007	Not eligible	FR
House	3366 LIBRARY LA	HE-SLC-1001	Not eligible	FR
House	3369 LIBRARY LA	HE-SLC-0998	Not eligible	FR
House	3370 LIBRARY LA	HE-SLC-1000	Not eligible	FR
House	3373 LIBRARY LA	HE-SLC-0997	Not eligible	FR
House	3377 LIBRARY LA	HE-SLC-0996	Not eligible	FR
House	3380 LIBRARY LA	HE-SLC-0999	Not eligible	FR
House	3381 LIBRARY LA	HE-SLC-0994	Not eligible	FR
House	3385 LIBRARY LA	HE-SLC-0993	Not eligible	FR
House	3390 LIBRARY LA	HE-SLC-0995	Not eligible	FR
Duplex	3391 LIBRARY LA	HE-SLC-0992	Not eligible	FR
Office Building	3404 LIBRARY LA	HE-SLC-0977	Not eligible	FR
Office Building	3416 LIBRARY LA	HE-SLC-0976	Not eligible	FR
Industrial Building	3954 MEADOWBROOK RD	HE-SLC-0949	Not eligible	FR
House	6012 MINNETONKA BLVD	HE-SLC-0703	Not eligible	FR
House	6019 MINNETONKA BLVD	HE-SLC-0711	Not eligible	FR
House	6020 MINNETONKA BLVD	HE-SLC-0702	Not eligible	FR
House	6100 MINNETONKA BLVD	HE-SLC-0705	Not eligible	FR
House	6104 MINNETONKA BLVD	HE-SLC-0704	Not eligible	FR
House	6116 MINNETONKA BLVD	HE-SLC-0849	Not eligible	FR
House	6200 MINNETONKA BLVD	HE-SLC-0828	Not eligible	FR
House	6212 MINNETONKA BLVD	HE-SLC-0829	Not eligible	FR
Apartment Building	4815 OLD CEDAR LAKE RD	HE-SLC-0625	Not eligible	FR
Business	5005 OLD CEDAR LAKE RD	HE-SLC-0624	Not eligible	FR
House	6313 OXFORD ST	HE-SLC-0968	Not eligible	FR
House	6319 OXFORD ST	HE-SLC-0969	Not eligible	FR
House	6331 OXFORD ST	HE-SLC-0970	Not eligible	FR
Business	5305 PARKDALE DR	HE-SLC-0626	Not eligible	FR
House	2154 PARKLANDS LA	HE-SLC-0616	Not eligible	FR
House	2102 PARKLANDS LA	HE-SLC-0617	Not eligible	FR
Helen and Paul Olfelt House	2206 PARKLANDS LN	HE-SLC-0010	Eligible	FR
House	2108 PARKLANDS RD	HE-SLC-0618	Not eligible	FR
House	2112 PARKLANDS RD	HE-SLC-0619	Not eligible	FR
House	2300 PARKWOODS RD	HE-SLC-0620	Not eligible	FR

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
Business	1820 QUENTIN AVE S	HE-SLC-0623	Not eligible	FR
Business	1700 STATE HWY NO 100 S	HE-SLC-0627	Not eligible	FR
Business	2230 STATE HWY NO 100 S	HE-SLC-0628	Not eligible	FR
Office Building	6416 STATE HWY NO 7	HE-SLC-0971	Not eligible	FR
Business	6500 WALKER ST	HE-SLC-0973	Not eligible	FR
Business	6504 WALKER ST	HE-SLC-0974	Not eligible	FR
Masonic Center	6509 WALKER ST	HE-SLC-0972	Not eligible	FR
Business	6512 WALKER ST	HE-SLC-0975	Not eligible	FR
Walker Building	6518-6524 WALKER ST	HE-SLC-0602	Not eligible	FR
Manufacturing Facility	6714 WALKER ST	HE-SLC-0979	Not eligible	FR
Business	3424 WOODDALE AVE	HE-SLC-1032	Not eligible	FR

Appendix C. Minneapolis West Residential Survey Zone Surveyed Properties

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
House	1908 CEDAR LAKE PKWY	HE-MPC-0665	Not eligible	FR
House	3715 CEDAR LAKE RD S	HE-MPC-0666	Not eligible	FR
Duplex	1101 CEDAR VIEW DR	HE-MPC-0651	Not eligible	FR
Duplex	1107 CEDAR VIEW DR	HE-MPC-0652	Not eligible	FR
House	1113 CEDAR VIEW DR	HE-MPC-0653	Not eligible	FR
House	1119 CEDAR VIEW DR	HE-MPC-0654	Not eligible	FR
House	1125 CEDAR VIEW DR	HE-MPC-0655	Not eligible	FR
House	1131 CEDAR VIEW DR	HE-MPC-0656	Not eligible	FR
House	1137 CEDAR VIEW DR	HE-MPC-0657	Not eligible	FR
House	1143 CEDAR VIEW DR	HE-MPC-0658	Not eligible	FR
House	1149 CEDAR VIEW DR	HE-MPC-0659	Not eligible	FR
House	1155 CEDAR VIEW DR	HE-MPC-0660	Not eligible	FR
House	1161 CEDAR VIEW DR	HE-MPC-0661	Not eligible	FR
House	1901 DREW AVE S	HE-MPC-0668	Not eligible	FR
House	1907 DREW AVE S	HE-MPC-0667	Not eligible	FR
House	1913 EWING AVE S	HE-MPC-0669	Not eligible	FR
House	1431 LAKEVIEW AVE	HE-MPC-0662	Not eligible	FR
House	1445 LAKEVIEW AVE	HE-MPC-0663	Not eligible	FR
House	1449 LAKEVIEW AVE	HE-MPC-0664	Not eligible	FR
United Bearing Company Warehouse	1031 MADEIRA AVE	HE-MPC-16691	Not eligible	A and FR
Prudential NCHO	3701 WAYZATA BLVD	HE-MPC-6643	Eligible	FR

Appendix D. Minneapolis, Northfield & Southern Survey Zone Surveyed Properties

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment
Railroad Bridge	CANADIAN PACIFIC RAILROAD OVER MINNETONKA BLVD	HE-SLC-0603	Not eligible	FR
Railroad Bridge	CANADIAN PACIFIC RAILROAD OVER CAMBRIDGE STREET	HE-SLC-0606	Not eligible	FR
Railroad Bridge	CANADIAN PACIFIC RAILROAD OVER HIGHWAY 7 FRONTAGE ROAD	HE-SLC-0604	Not eligible	FR
Railroad Bridge	CANADIAN PACIFIC RAILROAD OVER HIGHWAY 7	HE-SLC-0605	Not eligible	FR